LITTLE VENICE WATERSPACE STRATEGY

British Waterways

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PURPOSE

This Waterspace Strategy is a device for ensuring that strategic and local impacts on the water and its surroundings are considered at every stage of the development process. It enables British Waterways to have clear objectives for the use of its waterspace and associated land. The strategy has been produced for:

1. Developers and other consultants to set guidelines and standards for the design and implementation of the waterspace and its associated land.

2. Funding bodies, business partners etc. to provide a comprehensive overview of British Waterways plans for Little Venice and Paddington Basin.

3. Residents, user groups and other interested parties to enable them to understand how British Waterways wishes to develop this area in a unified and coherent manner.

It will also enable interested parties to comment on the strategy and its proposals, and to play an active part in the development of Little Venice and Paddington Basin

OBJECTIVES

British Waterways' aims for this area are to:

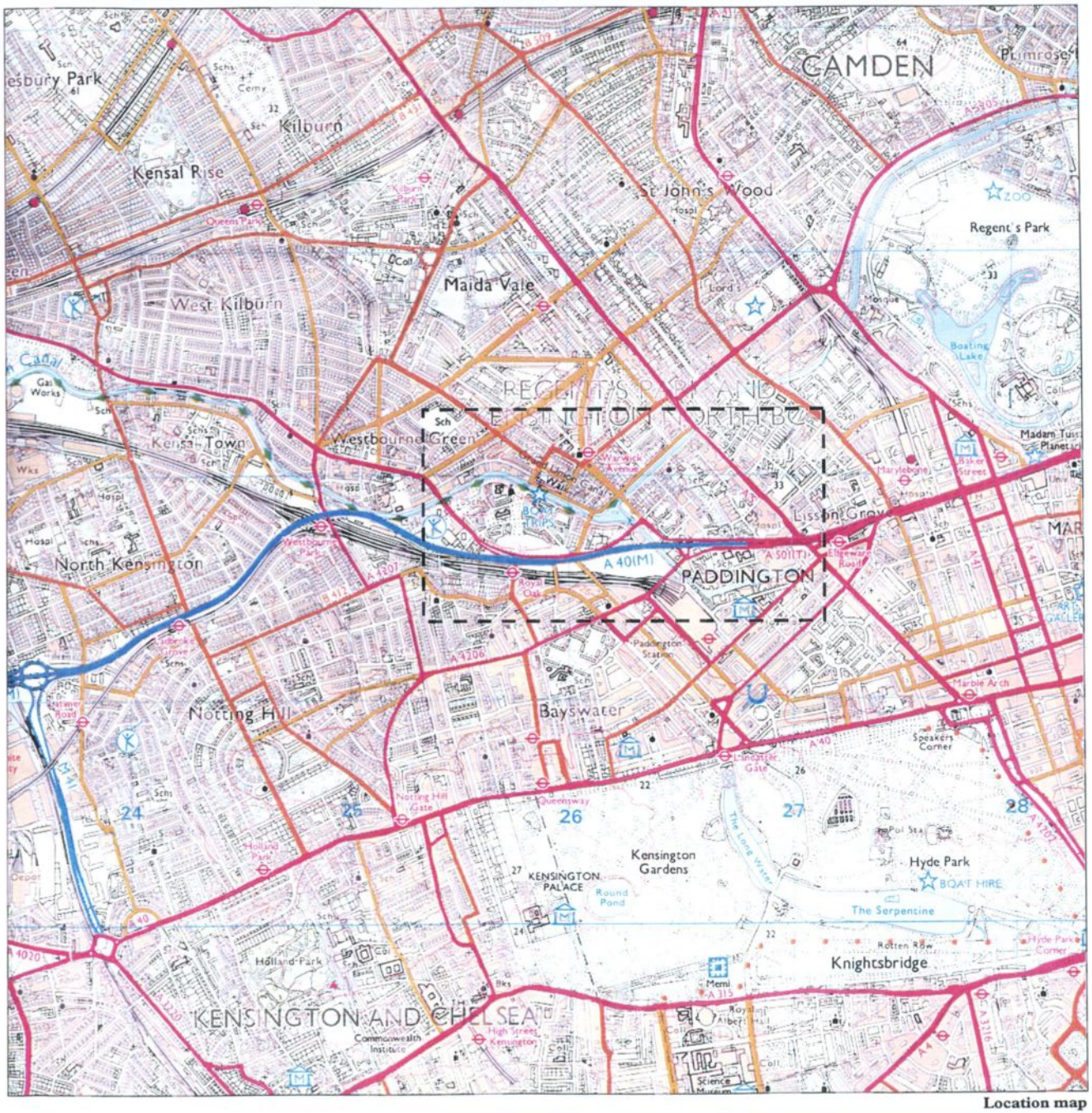
- Create a distinctive local character and provide a consistent and legible environment for the residents, visitors and canal user groups.

- Create and maintain public access around the water's edge

- Provide a variety of moorings and facilities to enhance the users' experience whilst responding to the changing needs of the surrounding development

- Improve the urban environment and enhance the canal as a green corridor

- Maintain the unique heritage of the canal network



Location map

CONTEXT

British Waterways recognises the unique value of its canals in providing ecologically important green corridors, means of access and an important focus for economic and environmental regeneration. Canals have the ability to support business, leisure and tourism.

This document features proposals for Little Venice Pool, incorporating the Grand Union Canal to the west up to Harrow Road bridge, the Regents Canal up to the Maida Hill Tunnel, and Paddington Basin which forms the terminus of the Grand Union Canal.

Building on British Waterways' 1990 London Canal Study for Westminster, this strategy focuses on the Little Venice area and Paddington Basin reflecting the extensive regeneration currently taking place around the Basin.

The character of the canalside environment varies, from the dense lively urban quarter of Paddington Basin, to the tranquillity of Little Venice Pool and the more 'suburban' area around St Mary Magdalene church and the Amberley Estate. It is these dramatic changes that form a key attraction for the users of the canal network and this study highlights these distinct areas and identifies proposals to create a high quality coherent environment. The study area has been divided into 6 key areas based on their built and landscape character

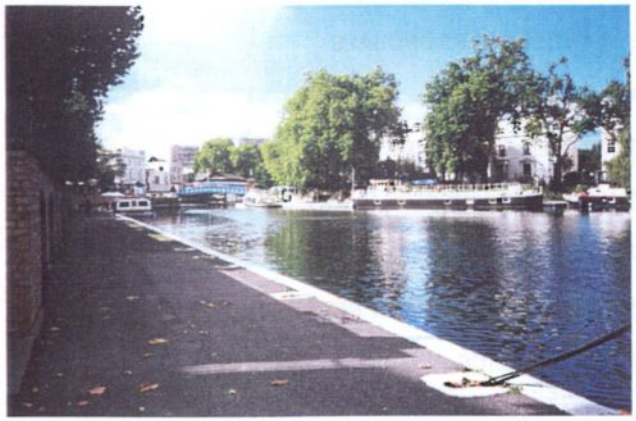
This document has been divided into two sections. Section 1 examines the broad area, analysing various characteristics and issues, mainly arising from the *Public Realm Study* produced by Paddington Basin Developments Ltd. In January 2000. Section 2 looks at each character area, highlighting potential sites for redevelopment and environmental enhancement.

The strategy for the waterspace is not intended to be prescriptive and can adapt to the continuing development, especially around Paddington Basin. It embodies realistic and workable ideas for the successful regeneration of this historic canal network in the heart of London.

1. KEY CHARACTER AREAS
2. LANDSCAPE CHARACTER
3. LANDSCAPE PROPOSALS
4. MATERIALS
5. STREET FURNITURE
6. LIGHTING AND PUBLIC ART
7. ACCESS
8. SIGNAGE AND INTERPRETATION
9. WATERSPACE

LITTLE VENICE POOL

Little Venice Pool forms the junction of the Grand Union Canal's Paddington Branch and the Regents Canal. The 'sunken' waterspace and towpaths, along with the key landscape and ecological sites of Rembrandt Gardens and Browning's Island, create a tranquil and quiet atmosphere. The pool offers moorings for trip boats and visitor boats along with a floating gallery and café.



View from Warwick Crescent

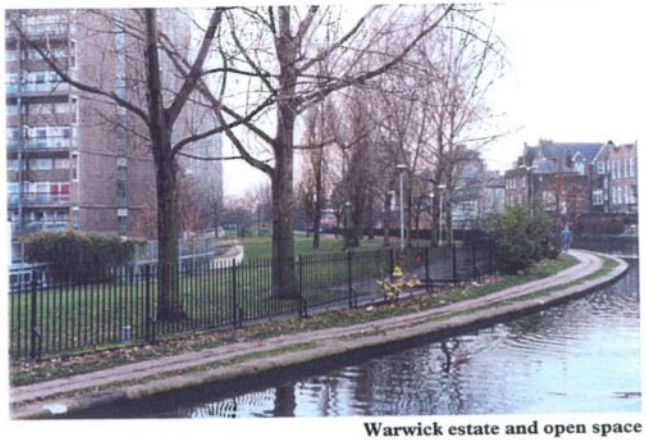
DELAMERE TERRACE/BLOMFIELD ROAD

The four storey flats on Delamere Terrace overlook the Grand Union Canal. The narrow towpath is lined with small trees and visitor moorings. There are residential moorings on the Blomfield Road side and mature trees and shrubs partially obscure views of the canal from the imposing Regency properties

Residential boats on Blomfield Road

WARWICK AND AMBERLEY ESTATES

The large open space adjacent to the Warwick estate is mainly mown grass and trees. The tall blocks of flats overlook the open space and canal. There are several points of access onto the towpath from the open space. Opposite are the more modern 3 storey flats on the Amberley Estate, which face onto the canal with views across the open space.



Warwick estate and open space

REGENTS CANAL

The Regents Canal is framed by grand Regency properties and avenues of mature trees on Maida Avenue and Blomfield Road. The existing café over the entrance to the Maida Hill Tunnel has views along the canal. The well managed residential moorings and narrow towpaths are decorated with pot plants and flowers to give a private garden feel.

Residential boats on Maida Avenue

PADDINGTON APPROACH

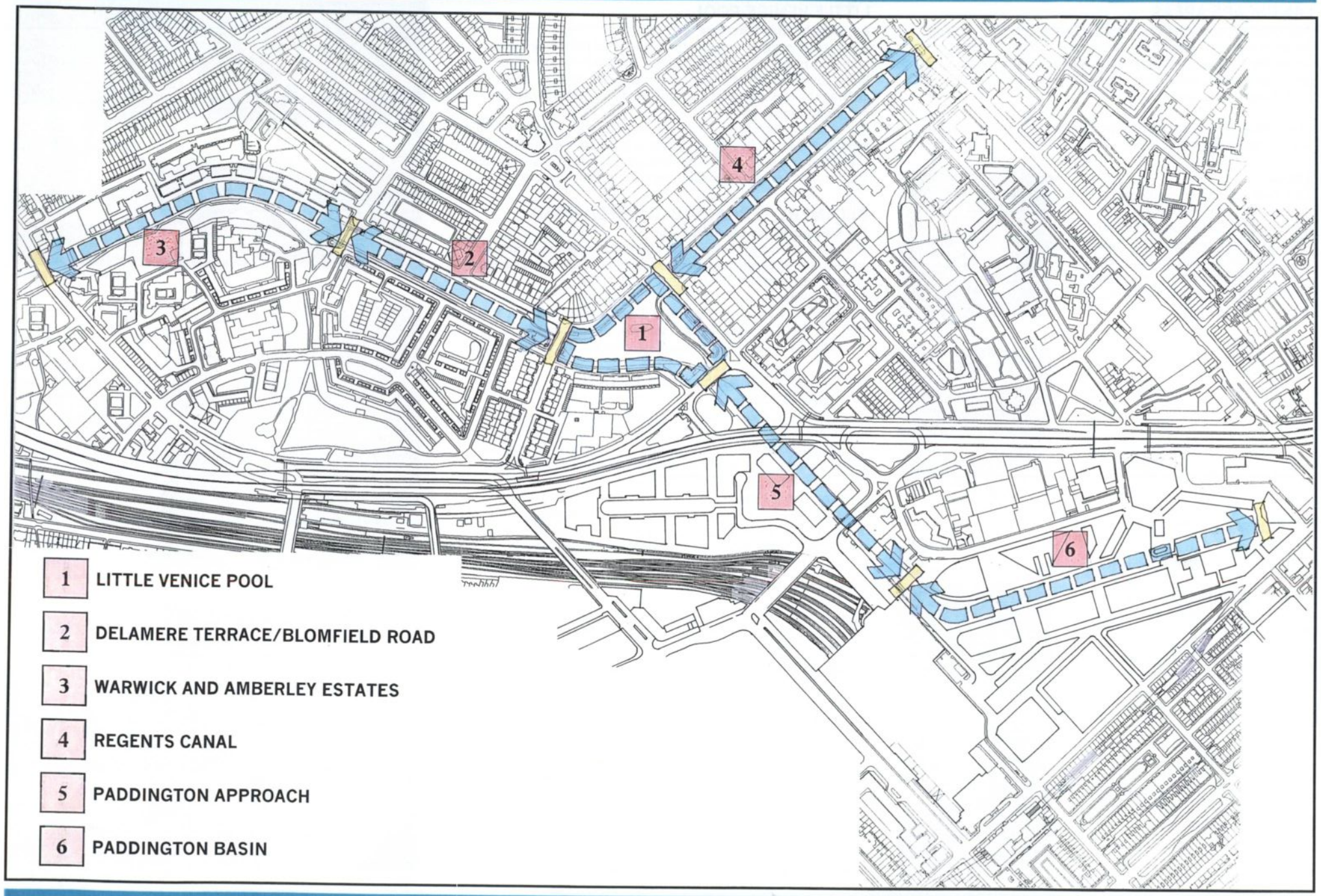
The Approach to Paddington Basin includes the Paddington Goods Yard site and the Oval Building. The new development of offices, shops, homes and restaurants with substantial landscaping will create lively public spaces with a modern urban feel. New footbridges will ensure the integration of this new development with Little Venice Pool and Paddington Basin.

View south east from Stone Wharf

PADDINGTON BASIN

The new developments of mixed uses will create a modern vibrant urban atmosphere. New access will link the areas of retail, residential, leisure and public spaces.
There will be access to the waterside and new moorings, which will include residential, visitor, historic craft and commercial boats.

Basin terminus


1 LITTLE VENICE POOL
2 DELAMERE TERRACE/BLOMFIELD ROAD
3 WARWICK AND AMBERLEY ESTATES
4 REGENTS CANAL
5 PADDINGTON APPROACH
6 PADDINGTON BASIN

LANDSCAPE AREAS

The canal network provides a unique 'green corridor', linking the most urban areas with the more rural. British Waterways values the existing diverse habitats along the waterway and the opportunity to further develop the ecological and landscape importance of its canals.

The landscape character falls into 2 main types, with differing opportunities for each:

Linear
Tow paths create unique linear landscapes and the varying widths provide different options. They are often tree lined creating an avenue effect and can provide intermittent views of the canals. Narrow towpaths can limit options and careful design solutions are required.

Delamere Terrace

Open spaces
Larger spaces such as Rembrandt Gardens, Clifton Villas Garden Area and Warwick Estate open space give wider opportunities for improvements. There is greater scope for planting and creating areas for seating, public art, events and access to the canalside.

Clifton Villas Garden Area

PUBLIC AND PRIVATE SPACES

Public spaces
The towpaths provide a publicly accessible link between the open areas, such as Rembrandt Gardens and Warwick Estate open space. Other spaces, such as Clifton Villas Garden area, lie just off the towpath and have the scope to become further integrated into the canalside environment

Rembrandt Gardens

Private spaces
Some of the landscape areas are private, for example, the residential moorings along the Regents Canal. Many residents have decorated the towpath with plants and ornaments reinforcing the 'private garden' character of the area.

Regents Canal

LITTLE VENICE POOL

1. Rembrandt Gardens
The formal gardens are set below road level providing a quiet secluded area. Proposals include the removal of some of the heavy shrub layer to open out views onto the pool, but without altering the existing quiet and sheltered feel to the gardens.

2. Browning's Island
The island is currently host to a flock of Canada Geese and other visiting species. It has the potential to be developed into an ecological site, with the careful management of the existing trees and through sensitive design to increase the biodiversity.

DELAMERE TERRACE/BLOMFIELD ROAD

3. Clifton Villas Garden Area
The existing area of mown grass and mature planting offers the opportunity to create a garden atmosphere in the primarily built up area on Blomfield Road.

4. Towpath
The narrow towpath on Delamere Terrace limits improvements, although there is scope for the inter-planting of trees and resurfacing to provide a uniform link between the different areas.

WARWICK AND AMBERLEY ESTATES

5. Warwick Estate
The large open area, mainly consisting of mature trees and mown grass has views onto the canal. The area provides greater opportunities for improvements and to enhance links onto the towpath. Because of the large open space, the towpath has a more rural feel with scope for improvements.

6. Amberley Estate
The existing hard landscape area has the opportunity to be improved by creating a unified scheme with new paving and seating etc. capitalising on its views across the canal.

REGENTS CANAL

7. Towpath
The narrow towpaths of largely private use for the residential moorings are lined with mature trees on the adjacent roads.

PADDINGTON APPROACH

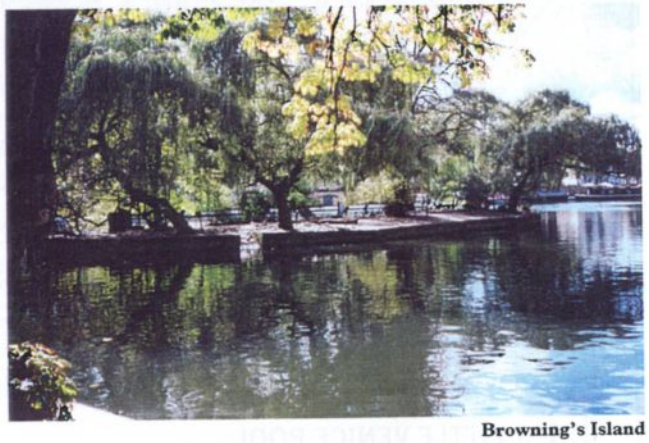
8. Stone Wharf and Oval Building
The mainly hard landscape area requires improvements to reduce the impact of the concrete road abutments and improve accessibility around the canal.

9. Paddington Goods Yard Site
The new developments will provide a lively vibrant atmosphere with hard landscaping and large specimen trees.

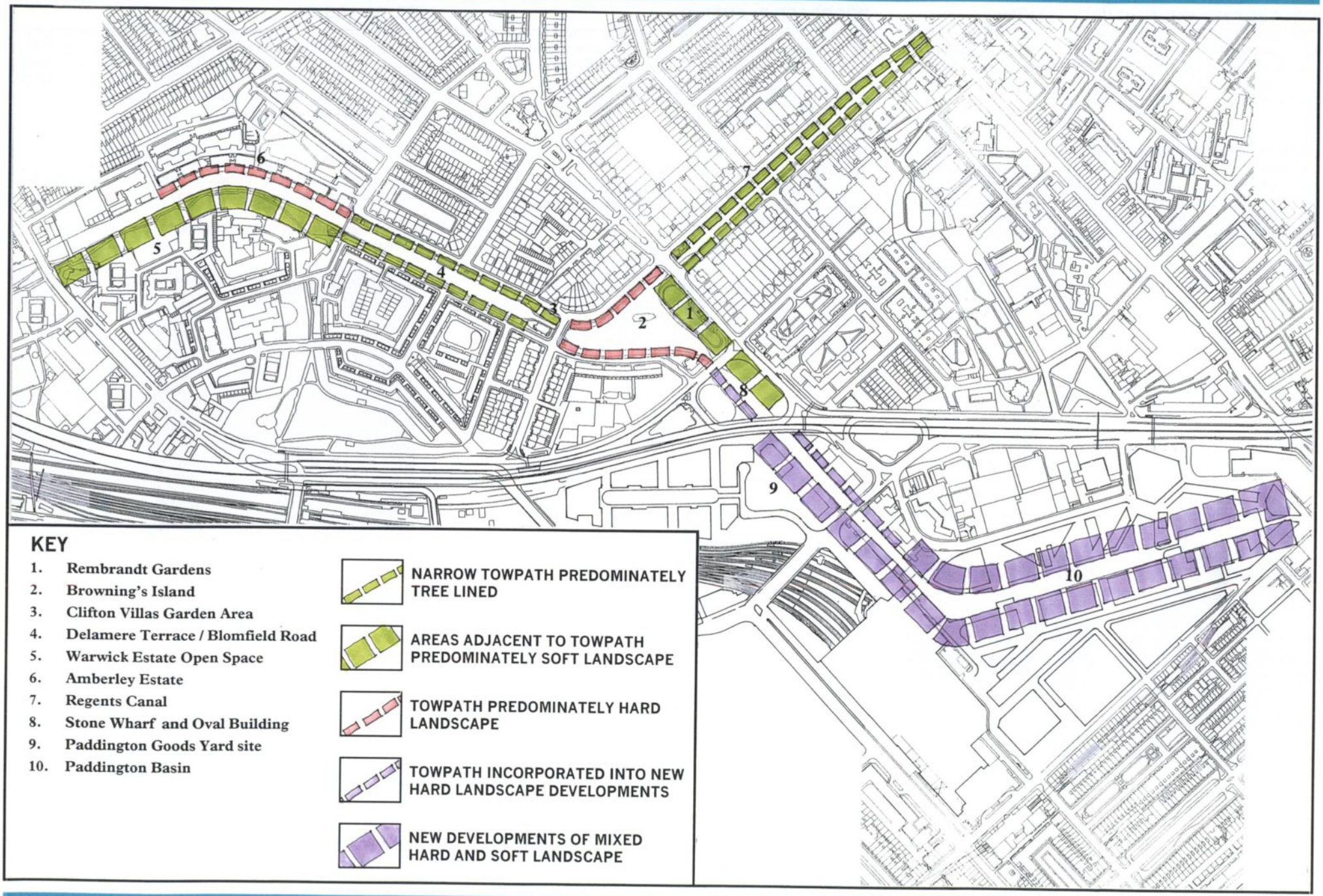
PADDINGTON BASIN

10. The new development will provide public places with access to the waterside. New landscaping will be predominately hard landscape materials to provide a lively urban area.

Rembrandt Gardens


Browning's Island

Warwick Estate Open Space


KEY
1. Rembrandt Gardens
2. Browning's Island
3. Clifton Villas Garden Area
4. Delamere Terrace / Blomfield Road
5. Warwick Estate Open Space
6. Amberley Estate
7. Regents Canal
8. Stone Wharf and Oval Building
9. Paddington Goods Yard site
10. Paddington Basin
NARROW TOWPATH PREDOMINATELY TREE LINED
AREAS ADJACENT TO TOWPATH PREDOMINATELY SOFT LANDSCAPE
TOWPATH PREDOMINATELY HARD LANDSCAPE
TOWPATH INCORPORATED INTO NEW HARD LANDSCAPE DEVELOPMENTS
NEW DEVELOPMENTS OF MIXED HARD AND SOFT LANDSCAPE

PROTECTING EXISTING VEGETATION

The existing mature trees form a vital part of the character of the area and many will be protected by law. It should be ensured that existing trees are integrated into the design and that any proposals, whether hard or soft landscaping do not affect the long term health or character of the trees.

BEFORE AND DURING CONSTRUCTION

BS 5837, 1991 – *Trees in relation to construction* gives guidance on the retention and protection of trees during the design and construction phases of schemes. These include excavations around the bases of trees, changing the level of the ground and altering the surface material/drainage within the tree's root zone.

During the construction phase trees should be protected. This usually involves erecting a temporary fence and ensuring that the area around the tree is kept clear. As a general guide the distance to the canopy extent or half the height of the tree, which ever is greater, should be protected.

TREES ADJACENT TO REMBRANDT GARDENS

Particular care should be taken concerning the trees on the towpath adjacent to Rembrandt Gardens. The levels along the towpath have already been altered, producing a dual level path. The surface is cracked and uneven. The existing trees are growing out of the path, creating a poor and uneven surface.

A sensitive design solution is required to ensure pedestrians have safe access to the water's edge and that the health of any trees is not adversely affected.

Trees adjacent to Rembrandt Gardens

PROPOSED PLANTING

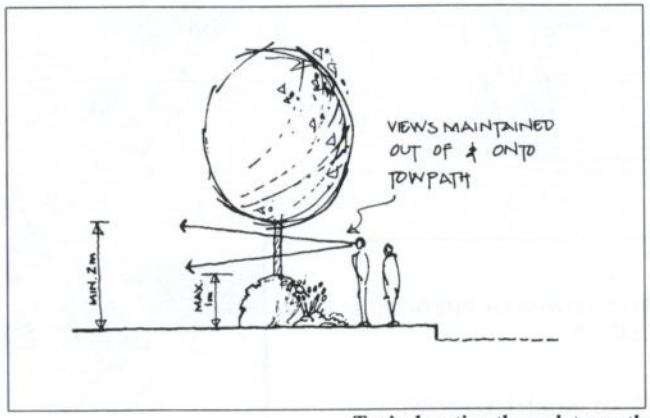
Proposals for new waterside developments should incorporate and enhance the existing landscapes. Schemes should:

- be sensitive to adjacent landscape and built character
- enhance the landscape and visitors' experience
- increase biodiversity
- consider community safety

PLANTING ALONG TOWPATHS

The inter- planting with new trees is encouraged to maintain the tree stock. New planting should be carefully considered so as not to obscure visibility or lighting.

In general, the mature height of shrub planting should not exceed 1m and trees should have a clear stem of at least 2m. Overhanging vegetation should not be allowed to obstruct pedestrian routes. There should be a minimum of 2.5m between the surface and any overhanging branches. This ensures that views are maintained onto and out of the towpath, providing the feeling of security.



Typical section through towpath

PLANTING IN OPEN SPACES

Large open spaces

Bold, simple planting is encouraged in large public spaces to provide an uncomplicated and consistent appearance. This will also ease maintenance and management of these areas.

Small scale areas

Ornamental and more intricate planting may be more appropriate in the smaller, intimate areas such as Clifton Villas Garden Area and Rembrandt Gardens. This will create a more private, secluded garden feel.

BIODIVERSITY

Habitat creation and improving ecological value is encouraged. Currently in production are British Waterways' *Canal Habitat Action Plan* and Westminster City Councils *Biodiversity Action Plan for London-wide Canal Habitats*. These documents relate to biodiversity, and it is envisaged that their guidelines are incorporated into any proposals.

Development of the canal should not adversely affect it's biodiversity. Sympathetic landscape schemes should be undertaken, using native species, informally planted. Aquatic and emergent vegetation is encouraged where suitable.

In the larger open areas there is scope to create and enhance habitats.

Canalside habitat

COMMUNITY SAFETY

Crime and the fear of crime are key concerns for the public realm. Consideration must be given to the mature heights and spreads, and the vigour of new planting and the maintenance they will require.

MAINTENANCE AND MANAGEMENT

Long term management of towpaths and adjacent areas should be carefully considered. Management regimes should be reviewed to:

- retain existing historic character
- enhance biodiversity
- maximise surveillance
- ensure compatibility with management of adjacent private spaces

MATERIALS

Materials should be chosen to reflect the tradition and function of the canal environment and to provide a coherent visual setting in context with its surroundings.

A simple palate of materials is required in order that the overall scheme is unified. The way in which these materials are used will provide the distinctive character for the areas.

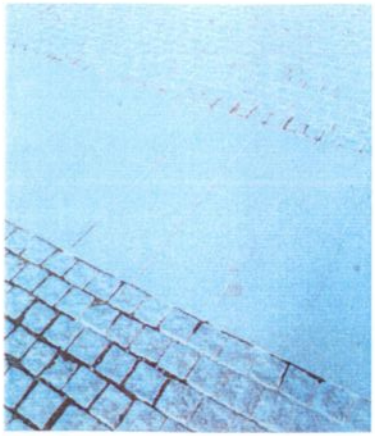
As the character of the areas changes, the basic palate of materials and the way in which they are used will vary. In the highly urban areas, such as Paddington Basin, a clean neat appearance is required. Whereas the open space adjacent to the Warwick estate is more suburban and a 'lower key' look is desirable.

PAVING AND EDGING

Surface finishes

Consideration should be given to the finish of paving in relation to its function. Areas of heavy pedestrian usage should have a durable, even and slip resistant surface. Consideration must be given to vehicular access where necessary

Large areas of uneven setts can be difficult to walk on, and therefore create problems for less ambulant people.



Contrasting materials or those with a different surface finish can provide an even and slip resistant surface through larger areas of stone setts.

PAVING AND EDGING

Natural stone

Natural stone is preferred, however, concrete equivalents may be acceptable in certain circumstances, provided they are of a high quality.

York stone flags

Traditional in the streets and squares of London, York stone flags provide an excellent material for high profile areas.
To maximise accessibility the surface should be even, preferably with a diamond sawn or fine shot finish which provides an even surface which is slightly pitted to provide grip.

Granite setts

Sett paving can be used as edging or provide tactile surfacing. Used in conjunction with other materials it can delineate different areas or break up large areas of other materials. Because of their small size they are ideal for use around the bases of bollards, mooring rings, lighting columns etc. to produce a neat finish.

Reclaimed granite setts

Reclaimed setts may be more suitable in the more rural areas where the variation in size, colour etc. is less important.

PAVING AND EDGING

Sealed gravel

Sealed gravel gives the 'low key' appearance of gravel, but can provide a surface durable enough for vehicular access. A distinction should be made between pedestrian and cycle routes where applicable.

STEPS AND RAMPS

Materials on steps and ramps should co-ordinate with the surrounding surfaces.

Tactile paving should be provided at all changes in level.

DRAINAGE

Drainage structures should be integrated with the surface material using recessed manhole covers with matching infill material.

All hard landscape areas should be laid to minimum fall of 1:60 towards the canal or, where practical, to a large soft landscaped area.

STREET FURNITURE

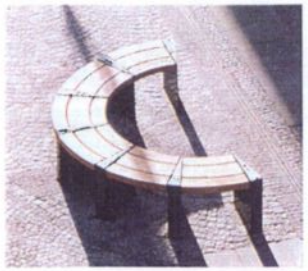
GENERAL

Street furniture, whether seating, fencing, gates etc. provides an excellent opportunity for 'one-off' designs, unique to the area and giving a distinctive character. As the nature of the areas changes, it is important to ensure that new street furniture is appropriate to the setting.

Modern ranges of street furniture may only be appropriate in the more urban areas around Paddington Basin. Subtler designs are needed in other areas. Little Venice Pool requires furniture that reflects the tranquillity and heritage of the area, whilst the area around the open space may require more robust furniture suited to its suburban setting.

The following pages illustrate the wide variety of styles available, from the traditional to the more contemporary. They should not be seen as prescriptive solutions to street furniture and are for guidance only.

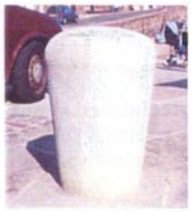
SEATING



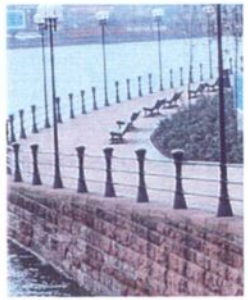
BINS

CYCLE RACKS

BOLLARDS



RAILINGS



LIGHTING

Lighting should be carefully specified and located to minimise the level of light pollution, particularly in residential areas. Lighting levels should be sufficient to adequately illuminate the area and create a sense of safety.

However, lighting is not purely functional and has many uses. It can illuminate an architectural or sculptural feature, creating an atmospheric or dramatic effect. It may be an art form, be purely decorative or seasonal.

GENERAL

Wall or building mounted lighting is encouraged, rather than free standing columns, to avoid introducing unnecessary structures into the canal environment.

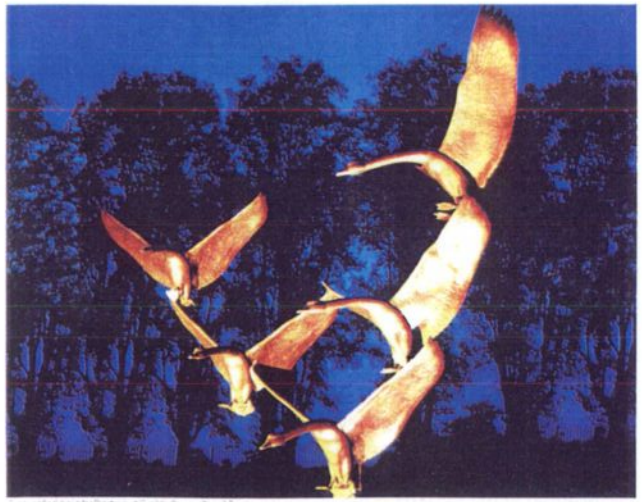
RECESSED LIGHTING

Recessed lighting offers low-key lighting, designed to illuminate the area without cluttering the canal setting.

LIGHTING BOLLARDS

Where lighting bollards are to be used they should co-ordinate with existing bollards and lighting columns.

DECORATIVE LIGHTING



PROPOSALS

LITTLE VENICE POOL

1. Tow paths around pool

It is envisaged that the pool will be open in the early evening, and during the winter months low-level lighting will illuminate the towpaths without significantly altering the view onto the Pool from overlooking properties. Rembrandt Gardens will be kept locked after dark, so will not require additional lighting for security reasons although some may be considered for decorative purposes

2. Browning's Island

Existing lighting on the island could be greatly improved. Proposals include improvements to the up-lighting of existing willow trees.

3. New ramps – Blomfield Rd and Westbourne Terrace Rd

Recessed lighting should be incorporated into the ramp walls

DELAMERE TERRACE/BLOMFIELD ROAD

4. Sanitation Station

New lighting should be provided as part of the upgrading of sanitation facilities

WARWICK AND AMBERLEY ESTATES

5. Warwick Estate

New lighting is suggested to minimise light pollution and increase the feeling of safety

6. Amberley Estate

New lighting could be provided as part of the proposals for this area. Public Art would provide a focal point or view from the open space opposite.

REGENTS CANAL

7. Maida Avenue / Blomfield Road

There are no proposals to provide additional lighting or public art along the Regents Canal as this would alter the private and residential nature of this area.

PADDINGTON APPROACH ARM

8. New and existing bridges

There are several opportunities for lighting of bridges in this area. These include Harrow Road Bridge at Stone Wharf and Bishops bridge. Lighting will be incorporated into the design of the new footbridges.

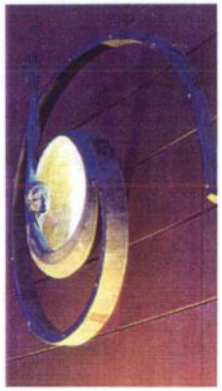
PADDINGTON BASIN

9. New Proposals

Recessed lighting will be set into the coping of the canal edge. Paddington Basin probably offers the greatest opportunities for the incorporation of art work, complementing the new proposals

PUBLIC ART

Art adds variety to the visual environment and stimulates the imagination. It can be representational, abstract or decorative. It need not be in the form of sculpture, but be incorporated into functional elements such as seating, railings, paving, walling, lighting effects.



New works should integrated into the scheme. Opportunities for the provision of art include places such as Rembrandt Gardens, St Mary Magdalene Open Space, Amberley Estate, Paddington Basin and the bridges crossing the canal.

Westminster City Council have produced guidelines on the procurement and incorporation of public art into development. This should be considered in conjunction with the implementation of public art projects

ACCESSIBILITY FOR ALL

British Waterways has a commitment to improve access onto its towpaths and provide information and opportunities for the enjoyment of its waterways for people of all abilities. British Waterways will undertake an Access Audit for this area to identify sites that require improvement.

The key aims are to:

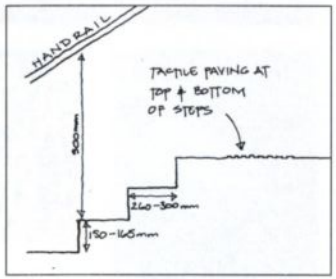
- Establish a circular pedestrian route around Little Venice Pool
- Improve access onto the canals and the links between Paddington Basin, Little Venice Pool and the Grand Union Canal.
- Encourage use of the canals and towpaths by providing a coherent signage system, improving the feeling of safety etc.

GENERAL GUIDELINES

- Avoid uneven or slippery surfaces, narrow openings and passage ways, heavy gates with difficult fastenings.
- It may be necessary to provide details of resting/passing places, steep gradients, and other obstructions.
- The provision of new access or altering of existing points should not compromise existing heritage, landscape and ecological value, safety etc.

STEPS

- Minimum width: 1.2m.
- Hand rails should be provided where two or more steps occur.
- Tactile surfacing should be provided at the top and bottom.
- Colour contrast to step edges and hand rails should be provided.



RAMPS

- Minimum width: 1.2m.
- Ideally the gradient of ramps should be 1:15 where space allows. Because of the limited space adjacent to towpaths this is not always possible, but in any case no steeper than 1:12.
- Where ramps are not possible or are steeper than 1:15 signage should be used to direct those with wheelchairs and prams etc. to points where access is possible.
- The surface should be even, stable and slip resistant.

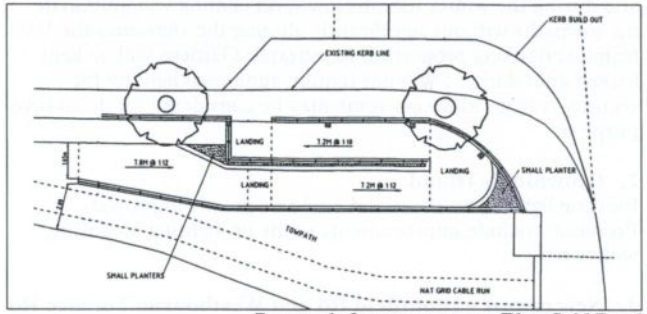
BARRIERS

Barriers should be provided to exclude motorcycles whilst taking due consideration of access for the disabled. Access for cyclists should be clearly signed in accordance with British Waterways Cycling Policy.

LITTLE VENICE POOL

1. Blomfield Road

A new access ramp from the Blomfield Road is currently under development. The scheme will be constructed in brick to match the bridge and will incorporate recessed lighting and planting.



Proposals for new ramp on Blomfield Road

2. Warwick Avenue

The existing access to Rembrandt Gardens has the potential to be improved with new steps from Warwick Avenue. The new access should be in keeping with the existing elements of the bridge. There is also scope to improve paths and ramps within Rembrandt Gardens to provide a circular walk.

3. Westbourne Terrace Road Bridge

The existing ramp should be lengthened to produce a shallower gradient. The width of the ramp must be maintained for vehicular and emergency access.

DELAMERE TERRACE/BLOMFIELD ROAD

4. Existing access to sanitation station

Existing access should be improved as part of the upgrading of the sanitary station facilities.

5. Existing access to Delamere Terrace

Improvements to include a lockable gate for night time security.

WARWICK AND AMBERLEY ESTATES

6. Warwick estate open space

There are several points of access to the towpath which require improvement. These must be considered in conjunction with the new developments at the church and the proposed moorings.

7. Harrow Road Bridge

Improved access is required from the bridge to encourage routes through to the open space and onto the towpath and the potential new mooring sites.

REGENTS CANAL

8. Maida Avenue / Blomfield Road

The existing access points serve the private residential moorings, however there is an opportunity to open an access if a water bus stop is provided adjacent to the Maida Hill Tunnel entrance and the Café Laville.

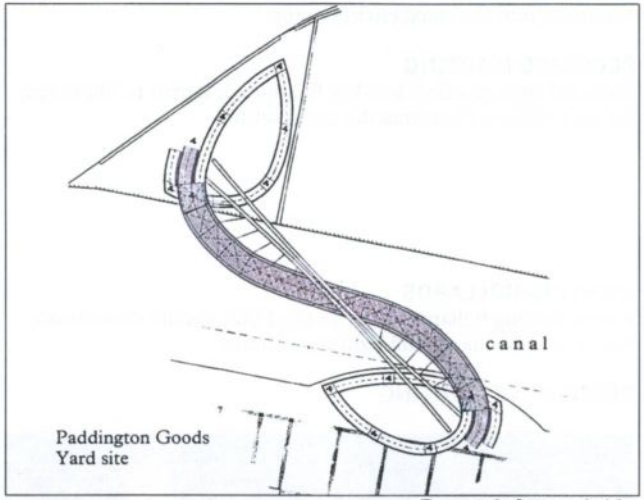
PADDINGTON APPROACH

9. Stone Wharf / Oval Building

The form of the new footbridge was developed to avoid the existing trees and provide interesting oblique vistas towards the Oval Building. Column supports allow free movement of pedestrians under the ramp. The bridge will have long ramped treads with shallow risers to assist with accessibility. Lights inset into the risers will illuminate the bridge at night.

10. Paddington Goods Yard Site

Current proposals for the new bridge provide ramped and stepped access both sides. The bridge will be a contemporary sculptural element spanning the canal and in keeping with the proposals for the Goods Yard site.



Proposals for new bridge

11. Bishopsbridge Road

Improved access points will be provided as part of the Goods Yard proposals and widening of Bishopsbridge Road

PADDINGTON BASIN

12. Railtrack / Paddington Station

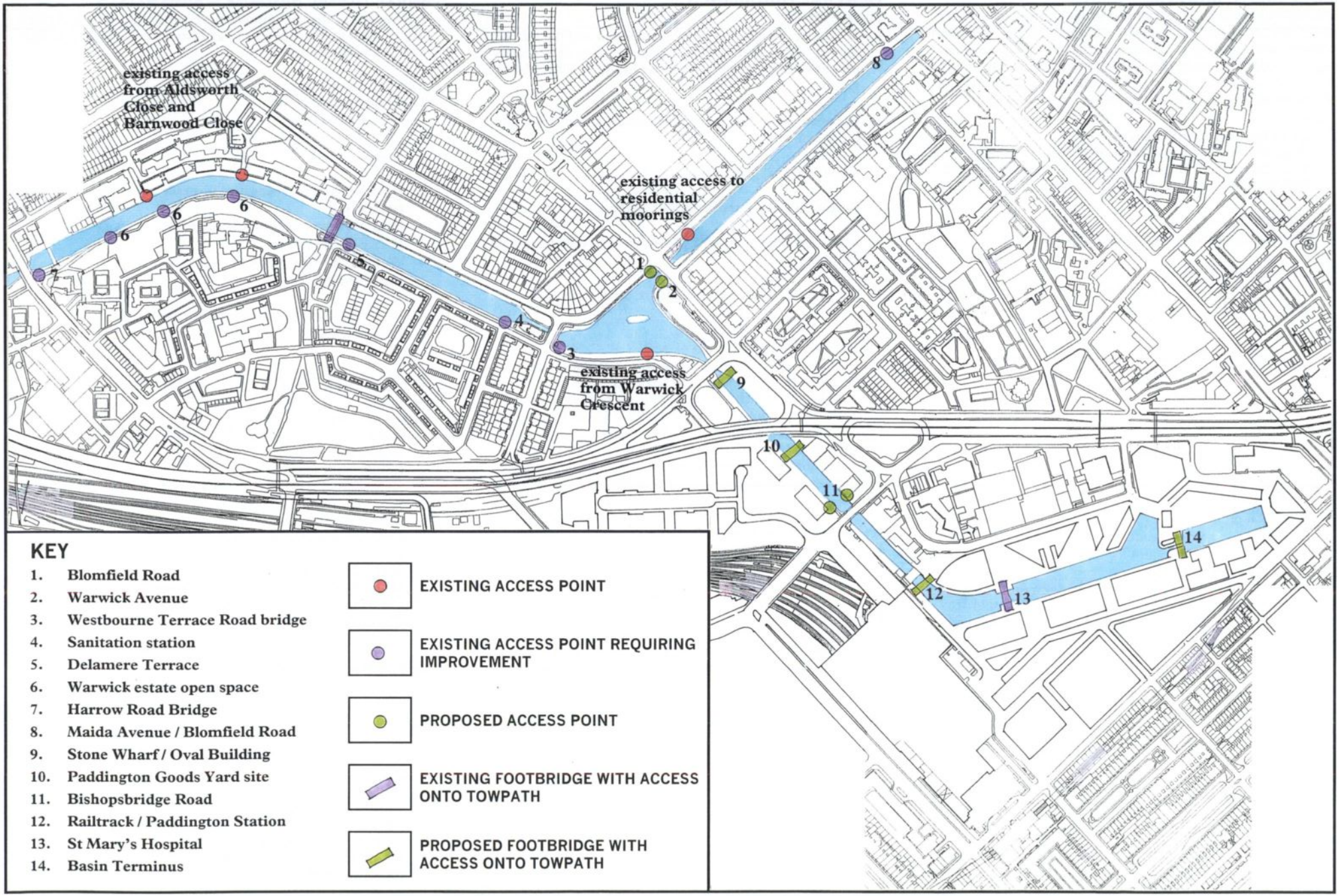
A new bridge will link Paddington station with developments on the north side of the canal.

13. St Mary's Hospital

The existing footbridge linking the hospital to North Wharf Road is to be refurbished

14. Basin Terminus

The proposed swing bridge will link public areas north and south of the canal. It will be located adjacent to the proposed Harbour Masters building and will provide a separation between operational canal activity and the more passive craft moored at the basin terminus. The new bridge will provide a sculptural element and focal point for Paddington Basin.



KEY

1. Blomfield Road
2. Warwick Avenue
3. Westbourne Terrace Road bridge
4. Sanitation station
5. Delamere Terrace
6. Warwick estate open space
7. Harrow Road Bridge
8. Maida Avenue / Blomfield Road
9. Stone Wharf / Oval Building
10. Paddington Goods Yard site
11. Bishopsbridge Road
12. Railtrack / Paddington Station
13. St Mary's Hospital
14. Basin Terminus

EXISTING ACCESS POINT

EXISTING ACCESS POINT REQUIRING IMPROVEMENT

PROPOSED ACCESS POINT

EXISTING FOOTBRIDGE WITH ACCESS ONTO TOWPATH

PROPOSED FOOTBRIDGE WITH ACCESS ONTO TOWPATH

SIGNAGE AND INTERPRETATION

CORPORATE SIGNAGE

British Waterways has a corporate signage strategy that it uses along its waterways. This provides a hierarchical and consistent approach on all canals in a distinctive manner. It ensures that signs are only used where necessary, providing information to benefit all users of the waterway, but minimising the impact on the waterway landscape. The four main categories are:

1. **Welcome and identification**
   Main introductory sign at all primary facilities such as entry points onto canals, British Waterways offices and popular 'honeypot' site which attract large numbers of visitors.

2. **User Safety**
   Gives safety guidance and warns users of hazards.

3. **Location and Direction**
   Describes what facilities exist and where. They are smaller signs or short totem poles with pictograms.

4. **Prohibitive**
   Gives notice about what is not permitted on British Waterways' land or property.

ADDITIONAL SIGNAGE

In addition to this, signage and interpretation is required on adjacent land to give:

- directions
- information
- interpretation

DISTINCTIVE SIGNAGE

There is scope to develop a distinctive signage system unique to the Little Venice and Paddington Basin area. This would reinforce the area's identity and give the users integrated and coherent signage.

GENERAL GUIDELINES

Signage should:

- be concise, simple and easily understood and the numbers limited to give users a clear message. It may be necessary to relocate existing signs to the same height to form a balanced group.
- be consistent in their positioning, style, lettering size and illumination
- follow a logical progression
- be used at route intersections or changes in direction
- indicate resting or passing places, steep gradients or other obstructions
- not cause a hazard to the reader or other users.

PROGRAMME ACCESS

Programme Access involves the provision of information, support and interpretation, both before and during visits to site, to help people of all abilities enjoy the waterway environment. This requires careful consideration of the design and location of signage and interpretation. This also includes the layout of interpretation boards etc. to ensure they are presented in an accessible format. Accessible formats may include those which are multi-lingual, have large print or contain pictograms or Braille.

It is envisaged that all signage is as accessible as possible. However, it is important that the size and number of signs do not compromise the character of the site.

PICTOGRAMS

Symbols and pictograms can convey information in a very simple and concise way. They are helpful for people who are partially sighted or have learning difficulties as well as non-English speakers. Ideally standard symbols should be used.

DIRECTIONAL SIGNAGE – SIGN POSTS

It is envisaged that a comprehensive but simple system of signs will be used to direct people to and from the Little Venice and Paddington Basin area.

This will include directions to and from:

1. **Tube Stations, e.g.**
- Warwick Avenue
- Paddington Station
- Edgware Road

2. **Bridges, underpasses and intersections with other main routes, e.g.**
- Formosa Street pedestrian bridge
- Harrow Road bridge
- Westway A40 underpass
- Bishopsbridge Road

3. **Intersections with other main routes, e.g.**
- Edgware Road / Maida Hill Tunnel entrance

DIRECTIONAL SIGNAGE - ADDITIONAL

Additional signs, such as finger posts or totem poles with pictograms, which are smaller and are more suitable for the canal environment will be used to give further directional information.

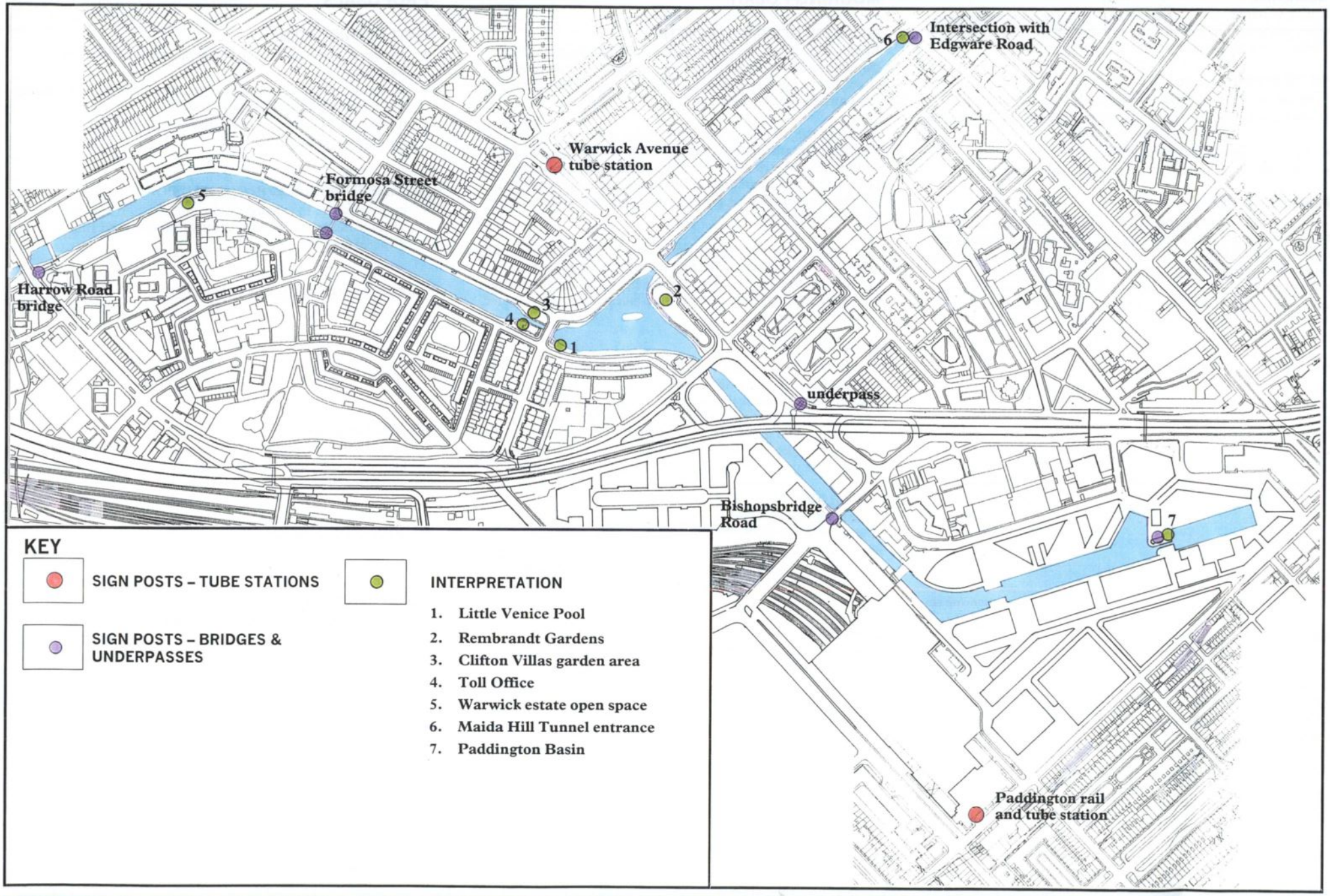
1. **Water Bus Stops**
2. **Rembrandt Gardens**
3. **Delamere Terrace**
4. **Warwick Estate**
5. **Amberley Estate**
6. **Clifton Villas Garden Area**
7. **Warwick Avenue**
8. **Warwick Crescent**
9. **Bishopsbridge Road, north and south**
10. **Paddington Goods Yard site**
11. **Paddington Basin**

INTERPRETATION

Interpretation should be restricted to a few key sites, to avoid visitors being overloaded with information and the canal environment becoming cluttered.

Potential sites for interpretation are:

1. **Little Venice Pool**
2. **Rembrandt Gardens**
3. **Clifton Villas Garden Area**
4. **Toll Office**
5. **Warwick estate Open Space**
6. **Maida Hill Tunnel entrance**
7. **Paddington Basin**


Intersection with Edgware Road
6
Warwick Avenue tube station
Formosa Street bridge
5
Harrow Road bridge
3
4
2
1
underpass
Bishopsbridge Road
7
Paddington rail and tube station
KEY
SIGN POSTS – TUBE STATIONS
SIGN POSTS – BRIDGES & UNDERPASSES
INTERPRETATION
1. Little Venice Pool
2. Rembrandt Gardens
3. Clifton Villas garden area
4. Toll Office
5. Warwick estate open space
6. Maida Hill Tunnel entrance
7. Paddington Basin

GENERAL

British Waterways' key objective is to provide a wide variety of appropriate boating activity and to establish the Basin and Little Venice as a major boating focus for the West End.

MOORING OBJECTIVES

Proposals for the waterspace will include the following:

- modify existing mooring facilities in the Pool and canal areas to accommodate a variety of boat types
- provide a more efficient use of space
- carefully tailor moorings to suit land based activities

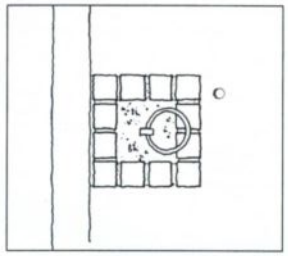
MOORING TYPES

The types of mooring to be included will include visitor (24 hour), long-term, residential, historic craft, water bus stops and floating restaurants, galleries, information etc. Different mooring types will be separated e.g. visiting boats and long term moorings. Some moorings, such as those for temporary historic craft will require a flexible/movable pontoon system to accommodate boats of various widths. Other moorings will require consideration for disabled access.

MOORING BOLLARDS AND RINGS

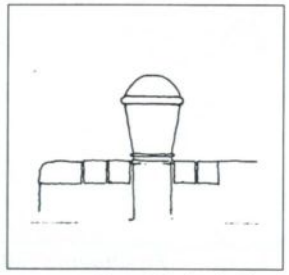
Generally bollards should be used at temporary mooring sites and rings at overnight and longer-term moorings.

When bollards or rings are set into concrete, the amount of concrete visible at the surface should be minimised with a stone sett trim.



Plan – mooring ring

Bollards are often part of the canal's heritage. The Grand Union and Regents Canals have characteristic bollards unique to them. They contribute to the local distinctiveness and where new bollards are installed the characteristic style should be used. When refurbishing moorings, care should be taken not to destroy the layers of history which may be evident.



Grand Union bollard

MOORING POLICY

MAINTENANCE/MANAGEMENT

British Waterways are committed to maintaining its facilities, waterspace and associated activities to a high standard. An effective management policy is a key factor in ensuring the long-term attractiveness of the basin

Access to the water is required to enable removal of debris, together with adequate access provision to efficiently maintain equipment and structures. In addition, the management of people and craft in and around the waterspace is considered critical to ensure the high quality image and experience of the canal environment.

The visual appearance of the water is an important aspect of the experience of the water. Floating debris can originate from outside the development area. An efficient maintenance system for cleaning debris from the water surface will be implemented by British Waterways.

WATER QUALITY

The range of uses for the waterspace is affected by the quality of the water. The risks to health are generally low and are of a microbiological rather than a chemical nature. Water activity will be restricted to boating at this stage. British Waterways will establish a water quality monitoring system to determine whether other water-based uses are possible and to ensure changing water quality does not prejudice established uses.

WATER SAFETY

British Waterways is committed to providing a safe and attractive environment for users of the waterspace. The management and anticipation of risk is inter-related with the proposed activities on the land and will be subject to a detailed risk assessment. Recommendations arising from this will be taken on board and reviewed regularly as the development evolves.

SERVICING

Little Venice and Paddington Basin are busy active waterways. It should be ensured that new service points do not obstruct the towpath.

SAFETY AND SECURITY

A balance will be achieved to maintain privacy whilst offering security from overlooking neighbours. The need for secure access will be assessed, both to control access by non-boaters for their safety and to minimise criminal activity.

PROPOSALS

LITTLE VENICE POOL

- provision of pontoons to provide more efficient use of waterspace.
- provision of safe access to new pontoon moorings for existing trip boats and visiting historic craft
- provision of safe access to existing moorings adjacent to Rembrandt Gardens

DELAMERE TERRACE/BLOMFIELD ROAD

- improvements to existing visitor moorings on Delamere Terrace including the upgrading of sanitary and rubbish disposal facilities

WARWICK AND AMBERLEY ESTATES

- new residential and visitor mooring sites relating to open space.
- new mooring adjacent to Westminster Adult Education site, Amberley Centre for floating classroom. This would be part of other proposals to relocate the café onto the waterfront.

REGENTS CANAL

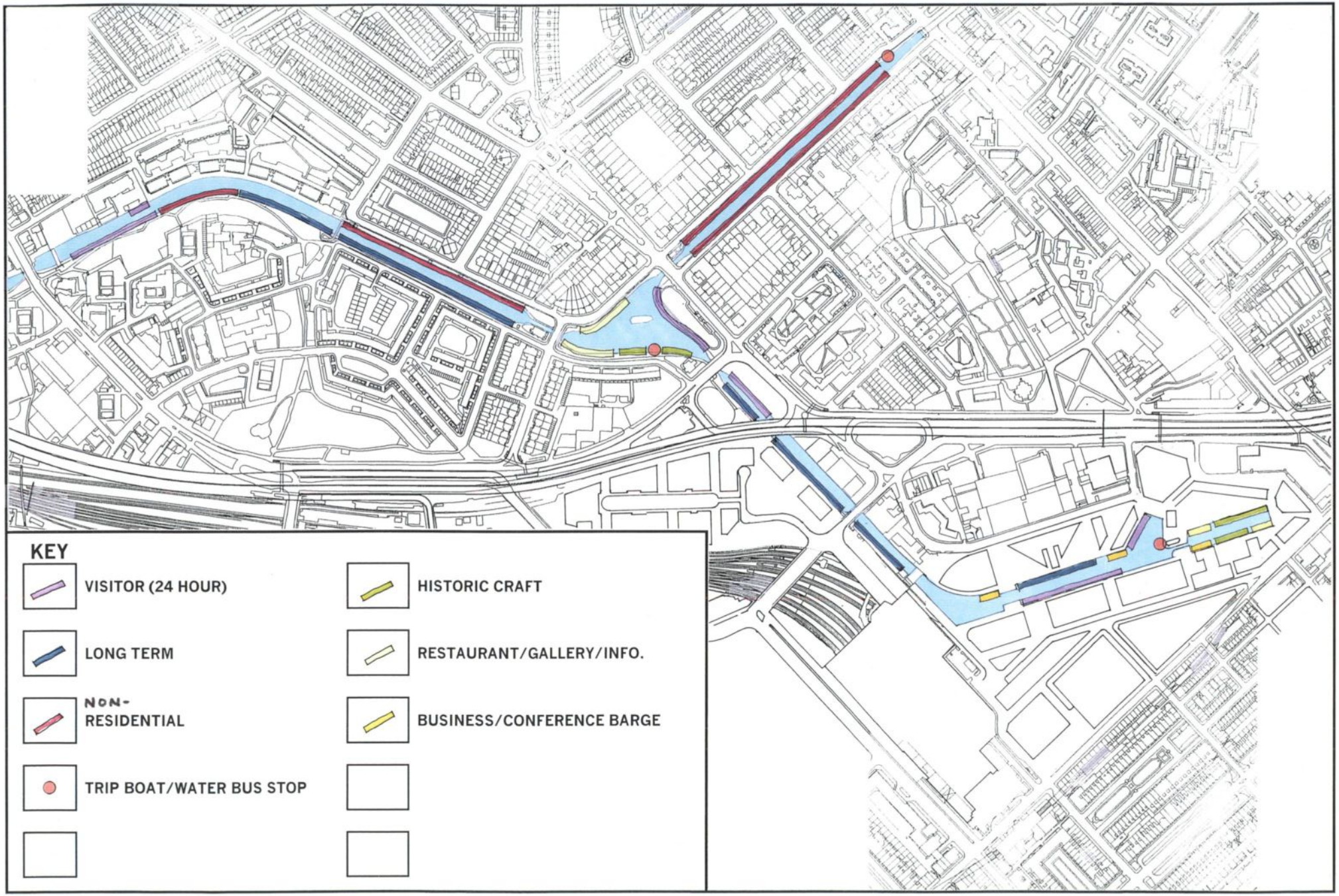
- opening up of the existing access point adjacent to Café Laville on the Edgware Road and the provision of a new water bus stop.

PADDINGTON APPROACH

- mix of visitor and long term moorings

PADDINGTON BASIN

- moorings carefully tailored to the land-based activities
- mix of visitor moorings, business barges, restaurant/gallery/conference moorings, historic craft, and water bus stop.
- suggested waterspace usage for differing customer / commercial demands linked to overall masterplan of basin and approach.


KEY
VISITOR (24 HOUR)
LONG TERM
NON-RESIDENTIAL
TRIP BOAT/WATER BUS STOP
HISTORIC CRAFT
RESTAURANT/GALLERY/INFO.
BUSINESS/CONFERENCE BARGE

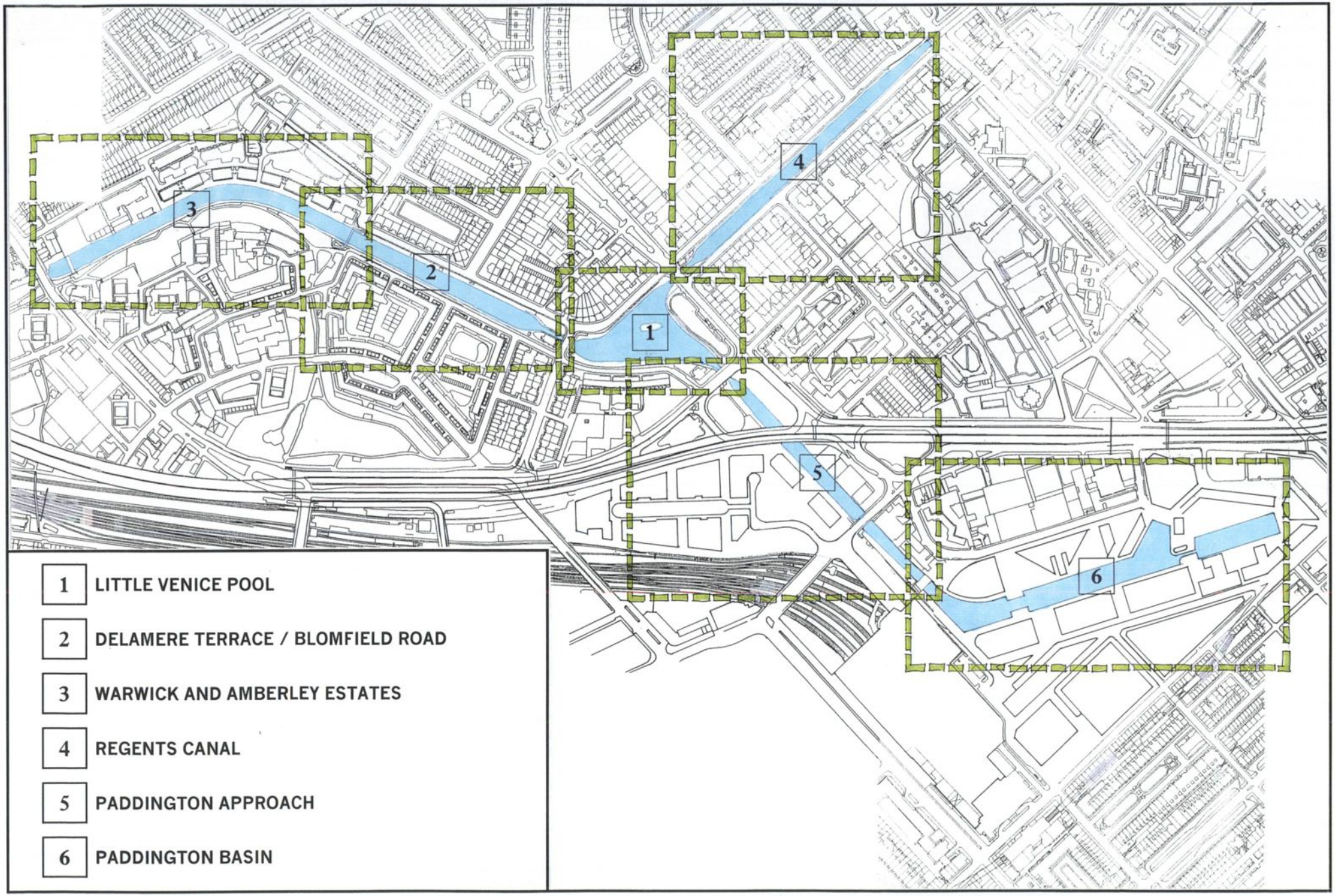
1. LITTLE VENICE POOL
2. DELAMERE TERRACE / BLOMFIELD ROAD
3. WARWICK AND AMBERLEY ESTATES
4. REGENTS CANAL
5. PADDINGTON APPROACH
6. PADDINGTON BASIN

DETAILS

The detail sheets focus on each key character areas and highlight opportunities for improvement. The sheets identify areas with potential for improvement and how they could be achieved.

Sketch designs and illustrations have been produced to convey ideas and demonstrate the potential for the development of the areas. They should not be construed as detail designs.

The sketch designs capitalise on the character changes and promote the opportunities that exist to enhance the environment of the waterway


1 LITTLE VENICE POOL
2 DELAMERE TERRACE / BLOMFIELD ROAD
3 WARWICK AND AMBERLEY ESTATES
4 REGENTS CANAL
5 PADDINGTON APPROACH
6 PADDINGTON BASIN

LITTLE VENICE POOL

OBJECTIVES

- provide coherent and unique landscape solutions in keeping with its tranquil and historical character
- create circular pedestrian route around the pool
- improve links with Paddington Basin and Warwick Estate open space
- improve accessibility
- provide effective signage and interpretation
- modify existing mooring facilities in the Pool to provide a more efficient use of the space

Little Venice Pool from Rembrandt Gardens

TOWPATHS

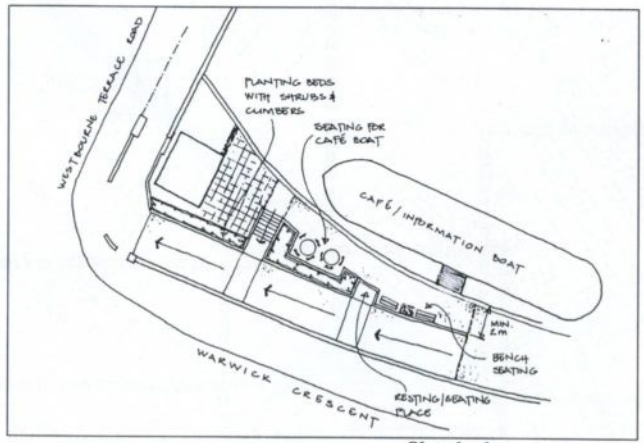
- establish a circular route around Little Venice Pool
- provide signage to direct visitors around route, indicating location of steps, steep gradients etc.
- install lighting around the pool to provide a safe usable environment during darkness, especially during winter months

MATERIALS

- for main areas an even slip resistant surface is required, such as sealed gravel.
- edging and bands of granite setts may be used effectively to break up large areas of one material and over buried services for pontoons
- yorkstone flags may be appropriate in some situations, such as seating areas etc.
- street furniture and lighting should be in keeping with the historic and tranquil character of the pool

ACCESS – from Westbourne Terrace Road Bridge

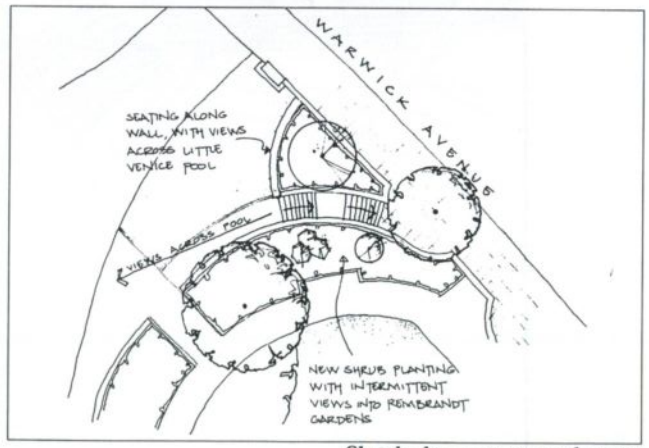
- lengthen ramp to give minimum 1:12 gradient, 1:15 preferred
- integrate planting and recessed lighting if possible
- surface material to match surface around Pool edge
- maintain width for vehicular and emergency access



Sketch plan – access ramp (not to scale)

ACCESS - from Warwick Avenue

- new steps provide access to proposed visitor moorings (there is insufficient space for a ramp)
- signage to direct users to ramp in Rembrandt Gardens
- materials should co-ordinate with those on the bridge
- potential for seating adjacent to water's edge with views across Little Venice Pool


WARWICK AVENUE
SEATING ALONG WALL, WITH VIEWS ACROSS LITTLE VENICE POOL
VIEWS ACROSS POOL
NEW SHRUB PLANTING WITH INTERMITTENT VIEWS INTO REMBRANDT GARDENS

Sketch plan – new stepped access (not to scale)

REMBRANDT GARDENS

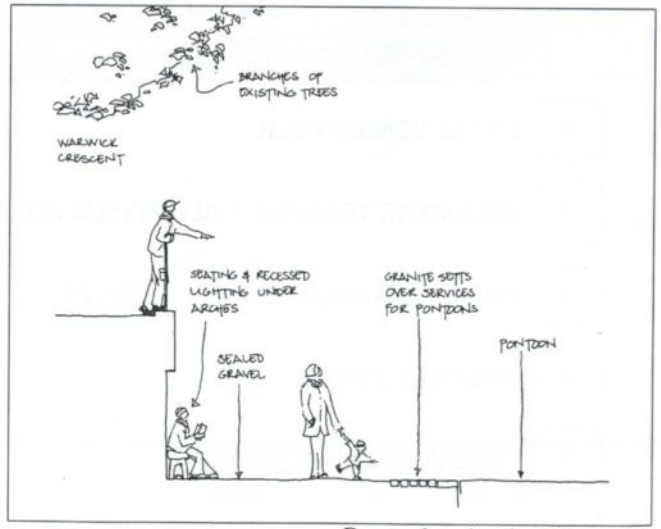
- remove some shrubs along Pool boundary to open out views, giving intermittent views across Little Venice Pool, improving feeling of safety, whilst retaining secluded nature of Rembrandt Gardens.
- create more openings onto tow path from Rembrandt Gardens, however, consideration must be given to the existing mature trees
- provide signage and interpretation within the gardens
- there is also the potential for public art within Rembrandt Gardens, but this would have to be in keeping with its tranquil and historic nature

BROWNING'S ISLAND

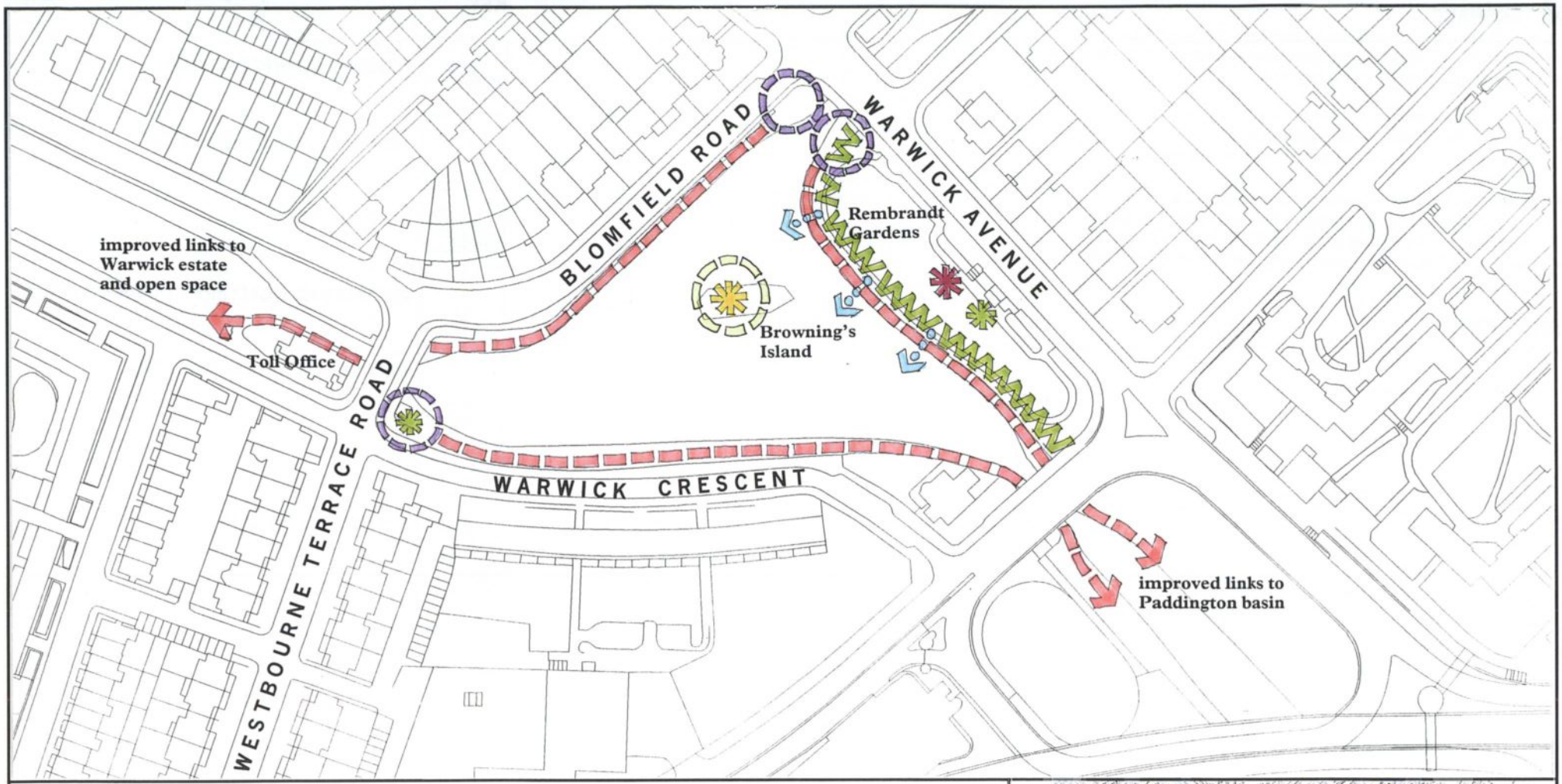
- enhance existing lighting, e.g. by providing subtle / decorative uplighting to willows
- improve biodiversity
- sensitive design solutions should take into account existing flock of Canada Geese and other species visiting the island

WARWICK CRESCENT ARCHES

- install recessed lighting to highlight arches
- provide additional seating along towpath, integrated into arches. Consider scope for artwork to be incorporated into seating
- position band of setts over services for pontoons

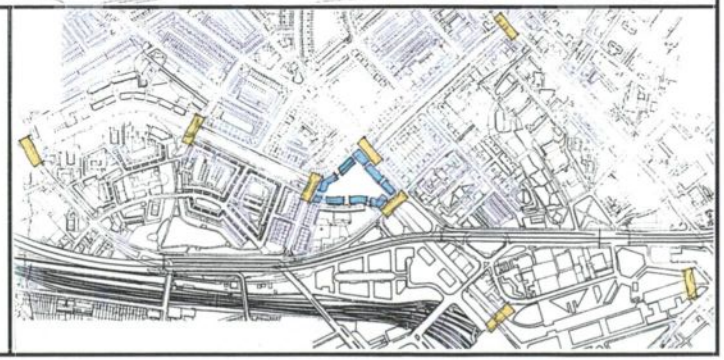


Proposed section through towpath



KEY

- LANDSCAPE IMPROVEMENT
- ACCESS IMPROVEMENT
- INTERPRETATION
- ECOLOGICAL IMPROVEMENT
- TOWPATH IMPROVEMENT
- DECORATIVE UPLIGHTING
- ENHANCED VIEWS
- PUBLIC ART



LITTLE VENICE POOL

WATERSPACE

The detail plan opposite illustrates the proposed layout for mooring in Little Venice Pool and provides a more efficient use of space, accommodating a variety of craft.

The proposed mooring layout will provide:

- moorings for trip boats and water buses
- moorings for restaurant, art gallery, theatre, information boats etc.
- flexible/movable pontoons for visiting historic craft
- pontoons adjacent to Rembrandt Gardens, improving access to moorings and reducing likely impact on existing trees.
- mooring for British Waterways work boats / operational craft

PONTOONS

- minimum 2m wide for ease of movement for wheelchair users etc.
- lightweight, low maintenance floating pontoons

SERVICES

- services will be provided for pontoons along the southern edge of the pool and will be positioned below a band of setts
- services are not required for the visitor moorings adjacent to Rembrandt Gardens

SIGNAGE

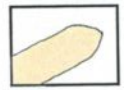
- a signage system is required to direct boaters to the left of Browning's Island to ease congestion around the pool.

KEY

VISITOR MOORING (24 HOUR)

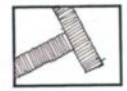
TRIP BOAT / WATER BUS STOP

HISTORIC CRAFT

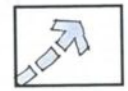


RESTAURANT / GALLERY / INFORMATION

BRITISH WATERWAYS WORK BOAT

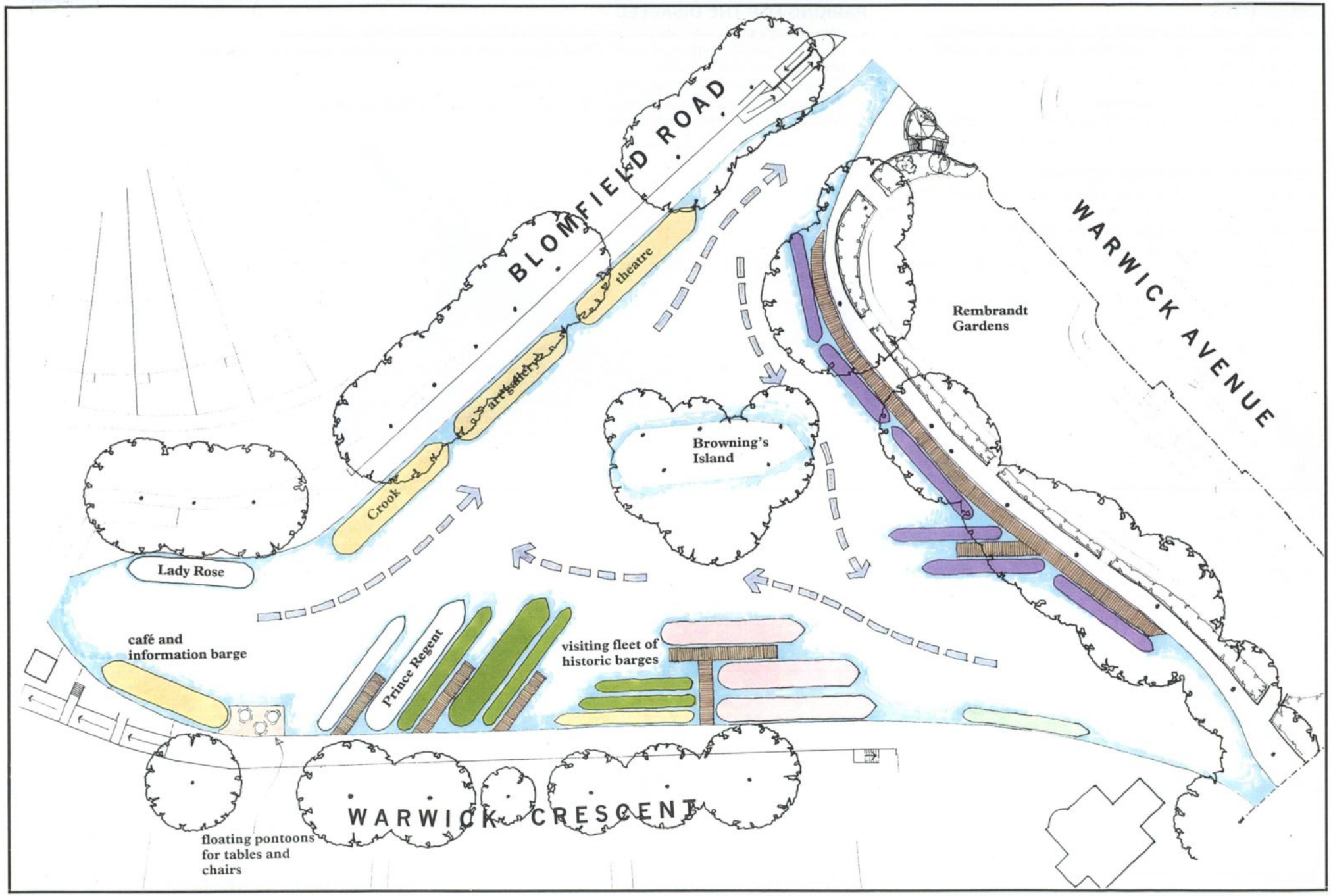


PONTOONS



LINE OF NAVIGATION

EXISTING TREES


BLOMFIELD ROAD
WARWICK AVENUE
theatre
art gallery
Crook
Rembrandt Gardens
Browning's Island
Lady Rose
café and information barge
Prince Regent
visiting fleet of historic barges
WARWICK CRESCENT
floating pontoons for tables and chairs

DELAMERE TERRACE/BLOMFIELD ROAD

OBJECTIVES

- enhance towpaths to provide consistent surface through to Little Venice Pool, but in keeping with the more suburban character of this area
- improve sanitation facilities
- provide disabled parking facilities
- enhance landscape setting of Clifton Villas garden area
- provide effective signage and interpretation

TOWPATH – DELAMERE TERRACE

- granite setts around mooring rings and dividing sealed gravel surface of cycleway and footpath
- seating provided at regular intervals with space for wheelchairs, prams etc.
- planting beds with low planting, maximum 1m high to avoid obscuring views etc.
- new railings to give unified appearance to Delamere Terrace, with scope for incorporating artwork into railings

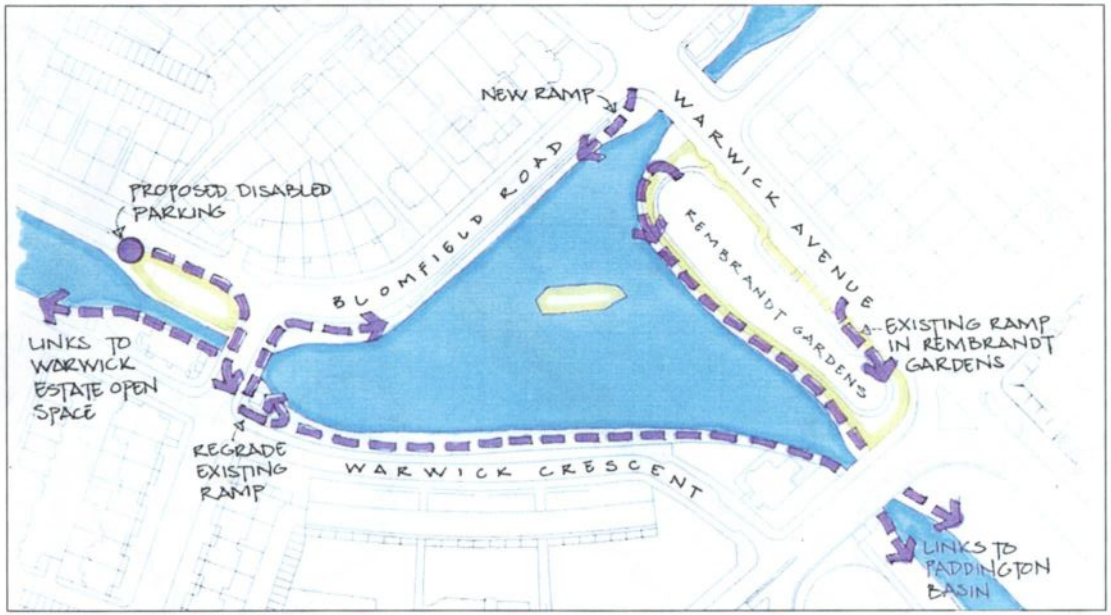
View east towards Sanitation station

improved sanitation facilities
space next to seating for wheelchairs / prams etc.
planting beds where space allows
granite setts divide towpath and surround mooring rings

Proposals

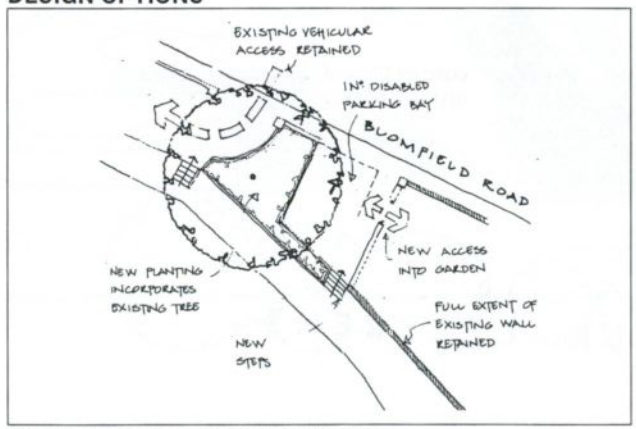
PARKING FOR THE DISABLED

- there is scope to provide disabled parking facilities adjacent to Clifton Villas garden area.
- this would provide convenient access for wheelchair users to and around Little Venice Pool, once the new ramps have been created
- signage would be required directing users to the Pool
- there are several options for creating parking spaces, more spaces can be achieved but this would encroach further into the garden area.

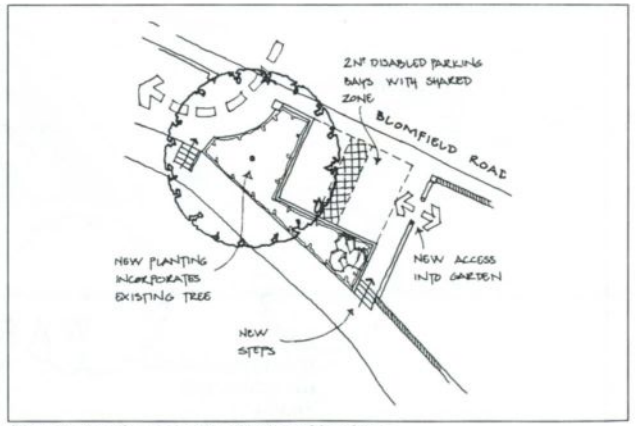


Plan showing routes for wheelchair access

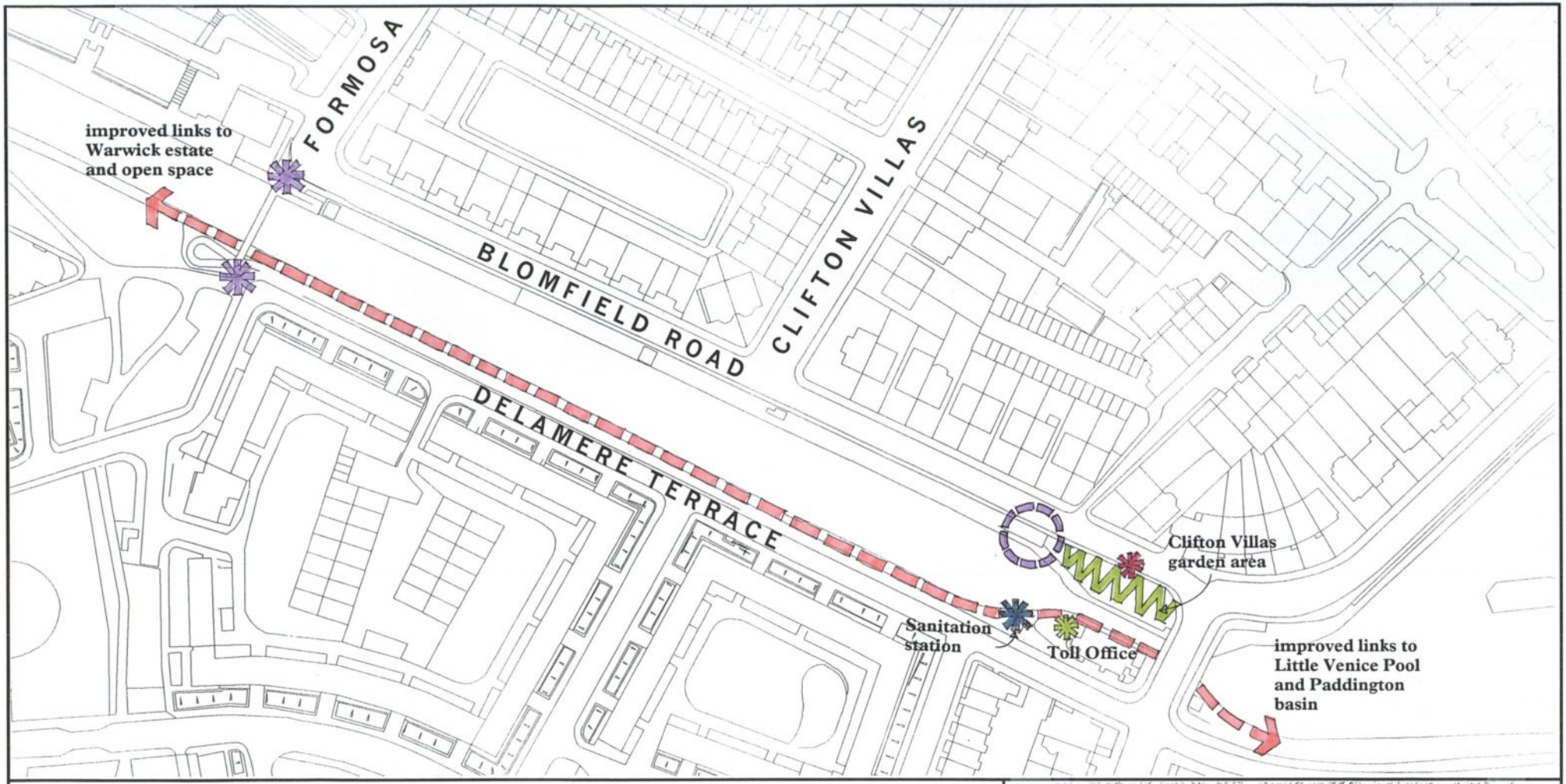
DESIGN OPTIONS



Sketch plan for 1 no. disabled parking bay

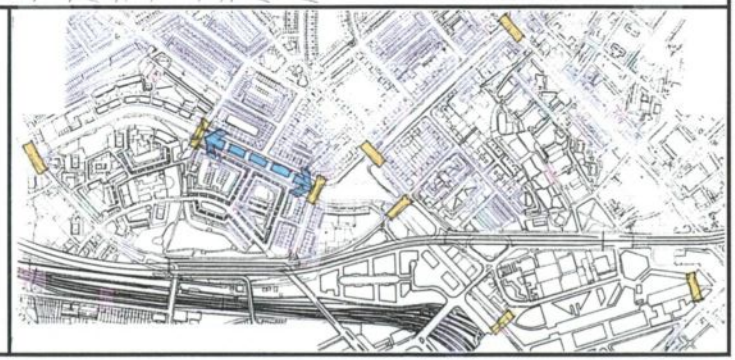

2Nº DISABLED PARKING BAYS WITH SHARED ZONE
BLOMFIELD ROAD
NEW PLANTING INCORPORATES EXISTING TREE
NEW ACCESS INTO GARDEN
NEW STEPS

Sketch plan for 2 no. disabled parking bays



KEY

- LANDSCAPE IMPROVEMENT
- ACCESS IMPROVEMENT
- INTERPRETATION
- TOWPATH IMPROVEMENT
- SIGN POSTS
- IMPROVEMENT TO SERVICES/FACILITIES
- PUBLIC ART



CLIFTON VILLAS GARDEN AREA

Clifton Villas garden area is a small open area overlooking the canal and toll office opposite. It is largely a grass area surrounded by paving flags. It has great potential for improvement.

View towards Westborne Terrace Road bridge and Toll office

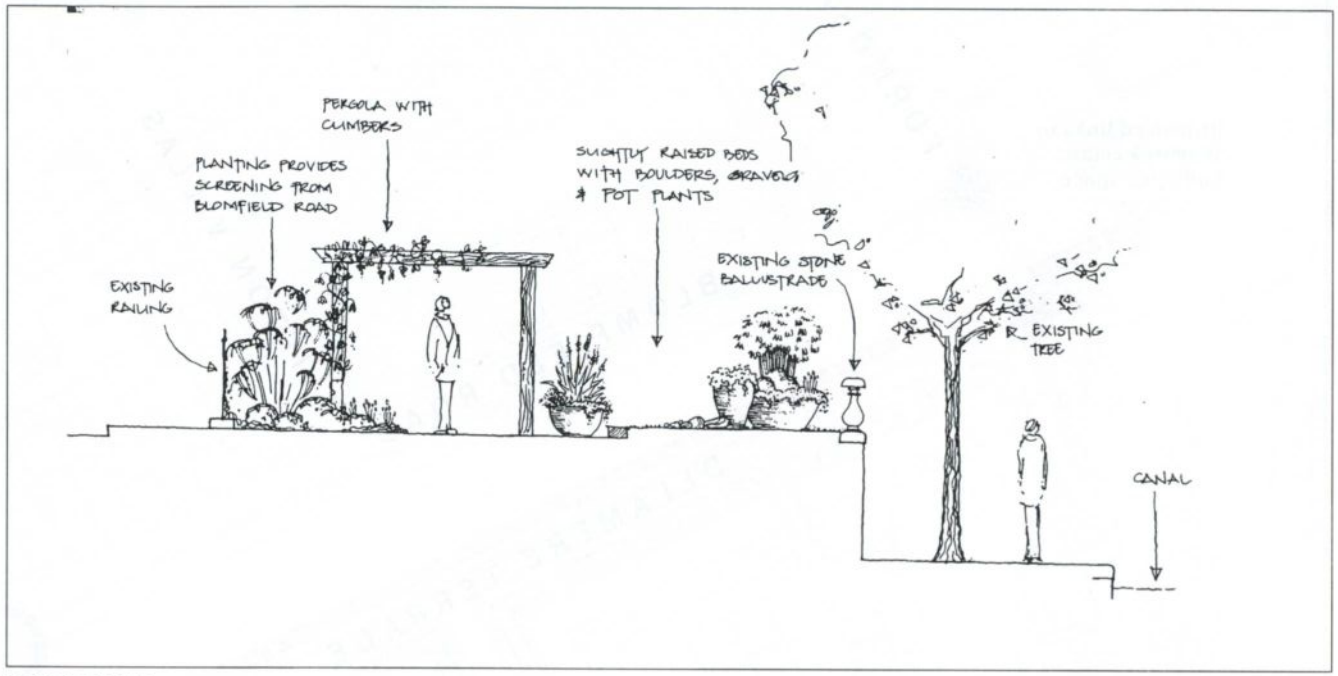
OBJECTIVES

- enhance the existing landscape area by establishing additional tree, shrub and flower planting
- create seating areas and possibly a temporary pavilion as an informal café area during summer months
- develop a garden atmosphere with scented and textural planting and materials
- provide signage and interpretation for Little Venice Pool

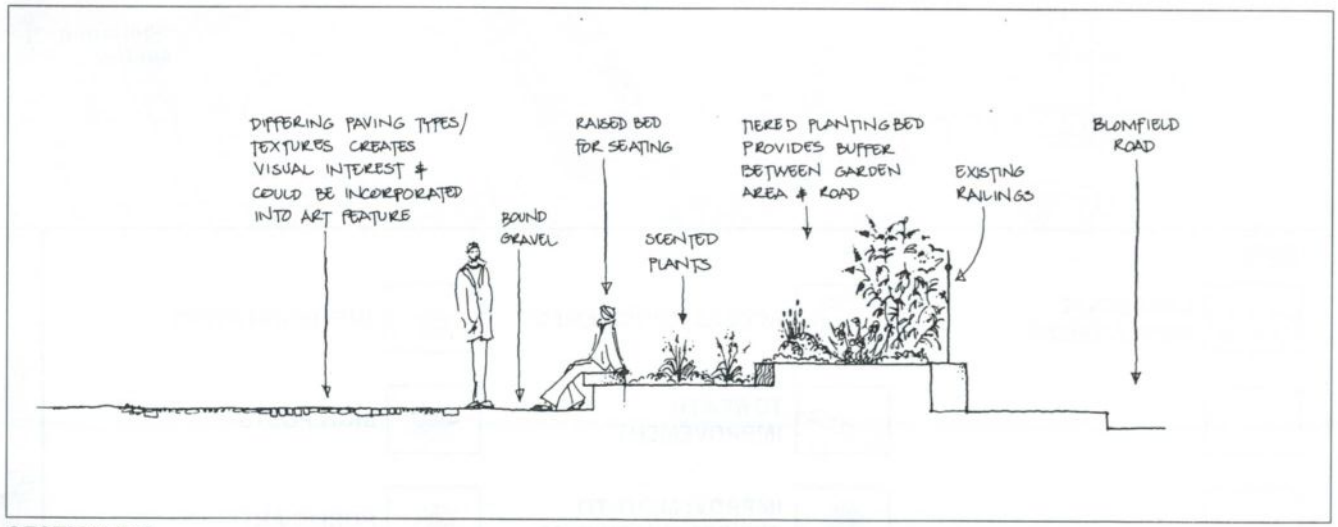
DESIGN CRITERIA

- protect existing trees on and adjacent to the site, this includes disturbance of the ground around the False Acacia in the centre of the garden
- maintain existing access points from the canal towpath
- create new access point from the disabled parking space
- maintain existing views along the canal
- create seating areas in south facing locations or views along the canal
- create temporary canopy or area suitable for outdoor café area
- ensure path through garden is suitable for wheelchair, pushchair use etc.
- provide visual buffer along Blomfield Road boundary to create more secluded garden feel
- incorporate raised beds into the scheme to provide landscaping at different levels

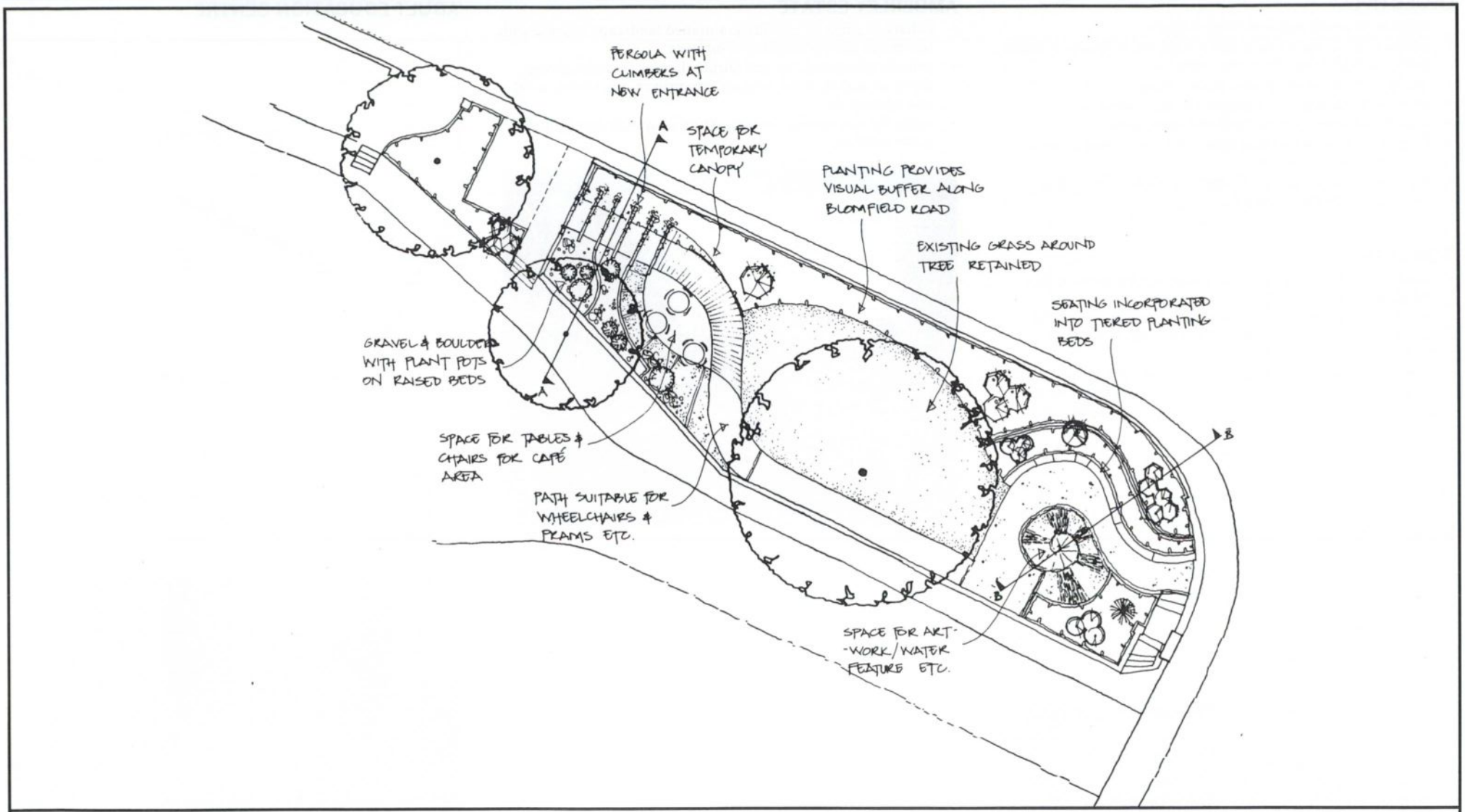
SECTIONS



SECTION A-A


DIFFERING PAVING TYPES/ TEXTURES CREATES VISUAL INTEREST & COULD BE INCORPORATED INTO ART FEATURE
BOUND GRAVEL
RAISED BED FOR SEATING
SCENTED PLANTS
TIERED PLANTING BED PROVIDES BUFFER BETWEEN GARDEN AREA & ROAD
EXISTING RAILINGS
BLOMFIELD ROAD

SECTION B-B


PERGOLA WITH CLIMBERS AT NEW ENTRANCE
SPACE FOR TEMPORARY CANOPY
PLANTING PROVIDES VISUAL BUFFER ALONG BLOMFIELD ROAD
EXISTING GRASS AROUND TREE RETAINED
SEATING INCORPORATED INTO TIERED PLANTING BEDS
GRAVEL & BOULDERS WITH PLANT POTS ON RAISED BEDS
SPACE FOR TABLES & CHAIRS FOR CAFÉ AREA
PATH SUITABLE FOR WHEELCHAIRS & PRAMS ETC.
SPACE FOR ART-WORK/WATER FEATURE ETC.
A
B

KEY

- EXISTING TREES
- NEW PLANTING
- RAISED BEDS
- FIXED PAVING (suitable for wheelchair access)
- EXISTING GRASS
- SPECIMEN PLANTS
- BOULDERS AND GRAVEL
- TEXTURAL PAVING (cobbles, slate, gravel etc.)

WARWICK AND AMBERLEY ESTATES

OBJECTIVES

- improve towpath adjacent to open space
- enhance landscape of open space adjacent to Warwick Estate, linking in with towpath improvements
- improve access from Harrow Road Bridge
- improve landscape on Amberley Estate waterfront, maximising views across canal and open space
- provide additional mooring sites (visitor and long-term) on open space side of the canal
- improve Adult Education Centre's waterfront including mooring for floating classroom

TOWPATH

- improve towpath to provide continuous consistent surface from Little Venice Pool.
- material should be bound gravel with bands of reclaimed granite setts to be in keeping with the more suburban character
- provide signage and interpretation demonstrating links to Little Venice Pool and open space and Paddington Basin etc.
- provide seating and resting places along the towpath where space allows
- plant additional trees between existing trees to maintain tree stock and enhance biodiversity

WARWICK ESTATE OPEN SPACE

- improve links onto towpath
- enhance existing landscaping by providing additional tree and shrub planting
- provide additional seating areas
- improve signage and interpretation
- scope for incorporating art features, possibly combining with improvements to children's play area

General view of open space

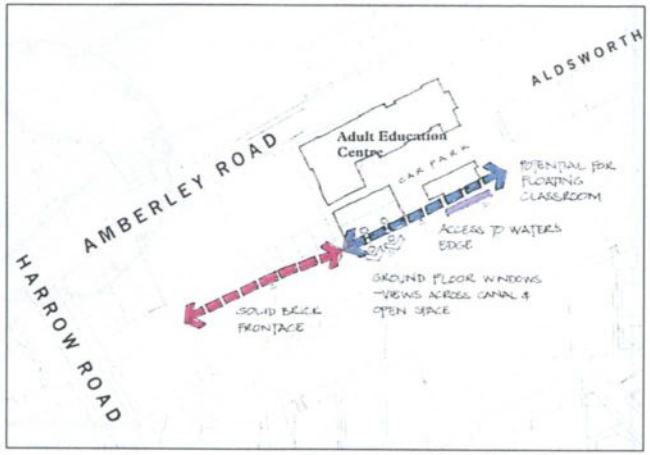
Existing access onto towpath

AMBERLEY ESTATE

- enhance setting by providing a unified landscape scheme with integrated seating and street furniture
- provide additional tree and shrub planting without altering the open nature of the area, or obscuring views across canal and open space
- scope for new railings incorporating unique design solution or art work etc.

Existing view of Amberley estate

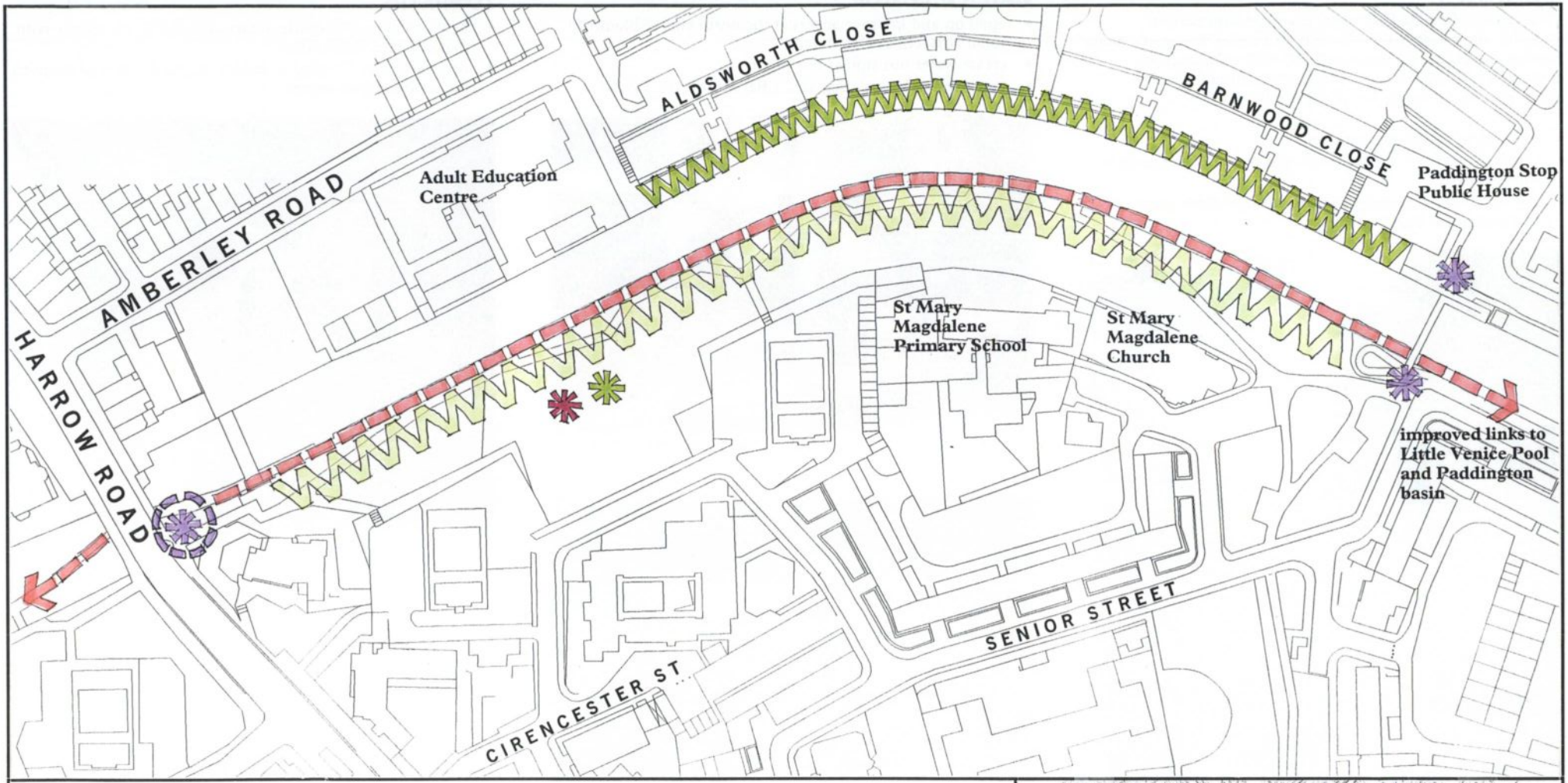
ADULT EDUCATION CENTRE



Detail plan of Adult Education Centre

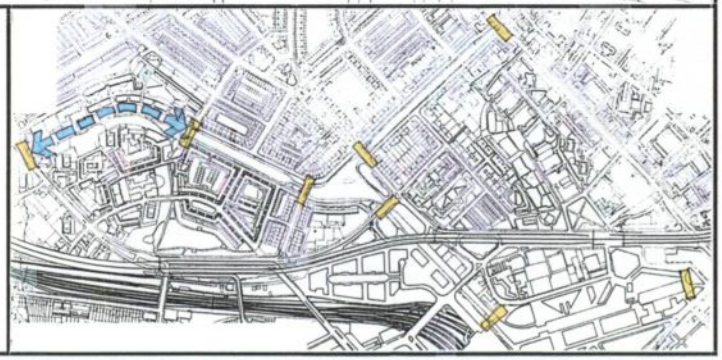
- relocate college cafeteria to waterside
- scope for floating classroom adjacent to college
- enhance waterfront and improve access to water's edge, creating seating area and maintain views across canal
- scope for improvements to solid brick frontage adjacent to Adult Education Centre to minimise impact of large area of brickwork

Existing waterfront of Adult Education Centre



KEY

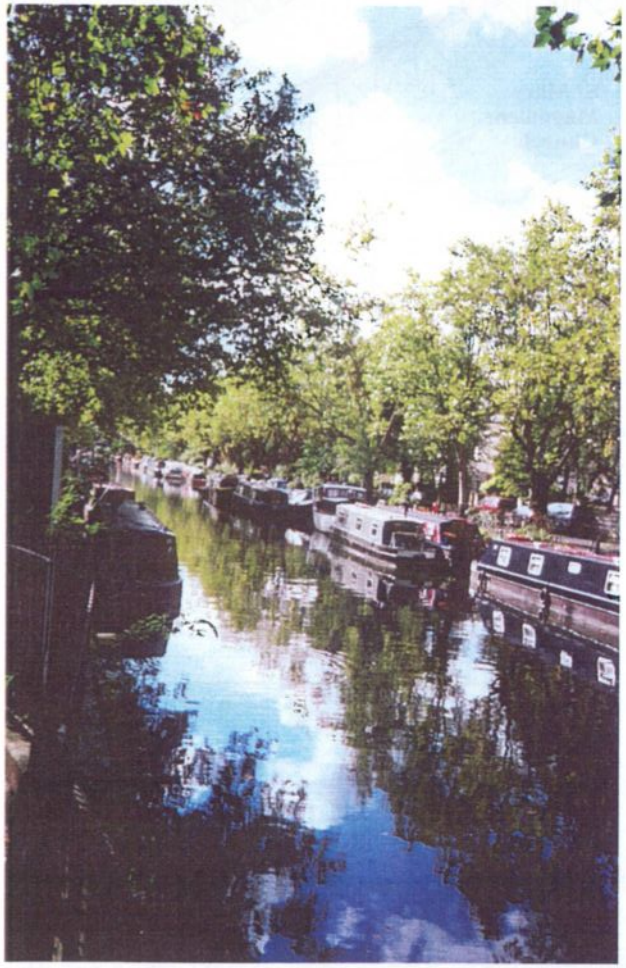
- LANDSCAPE IMPROVEMENT
- LANDSCAPE & ECOLOGICAL IMPROVEMENT
- ENHANCED VIEWS
- ACCESS IMPROVEMENT
- TOWPATH IMPROVEMENT
- INTERPRETATION
- SIGN POST
- PUBLIC ART



OBJECTIVES

This section of the Regents canal is unique with narrow towpaths and residential boats on both sides of the canal. Maida Avenue and Blomfield Road are lined with grand regency properties and mature trees. There is little need for major improvements, although any proposals should:

- be in keeping with its character
- retain the tranquil and well managed nature of this section of the canal.
- not obscure the current good surveillance which exists on this part of the Regents canal



Typical view of the Regents canal

WATER BUS STOP

- open up and improve access at the north end of Blomfield Road adjacent to Café Laville
- create water bus stop at this point
- improve outdoor seating area adjacent to Café Laville

Access at north end of Blomfield Road

Café Laville and entrance to Maida Hill Tunnel

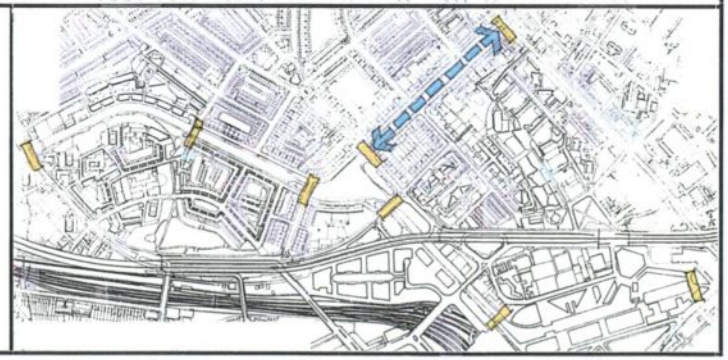
TOWPATHS

- new coping and towpath surface material to co-rdinate with that of Little Venice Pool
- new surface and coping to reflect the garden feel adjacent to the residential moorings

Towpath adjacent Blomfield Road

KEY

- WATER BUS STOP
- ACCESS IMPROVEMENT
- INTERPRETATION
- TOWPATH IMPROVEMENT



PADDINGTON APPROACH

OBJECTIVES

- improve access along the towpaths, developing links from Paddington Basin through to Little Venice Pool
- improve pedestrian links across canal.
- provide coherent and consistent hard and soft landscaping schemes to co-ordinate with the new highly urban developments at Paddington Basin and to complement the proposals for the historic nature of Little Venice Pool
- increase moorings provision and enhance the setting of the new mooring sites
- provide adequate signage and information
- provide adequate lighting for security and decorative illumination

STONE WHARF

- enhance landscape to improve setting and increase biodiversity
- minimise impact of harsh brick abutment to road, potentially with planting, art work etc.
- retain existing trees where possible
- provide signage, information and adequate lighting
- potential for modern art features to complement the new developments on the Paddington Goods Yard site

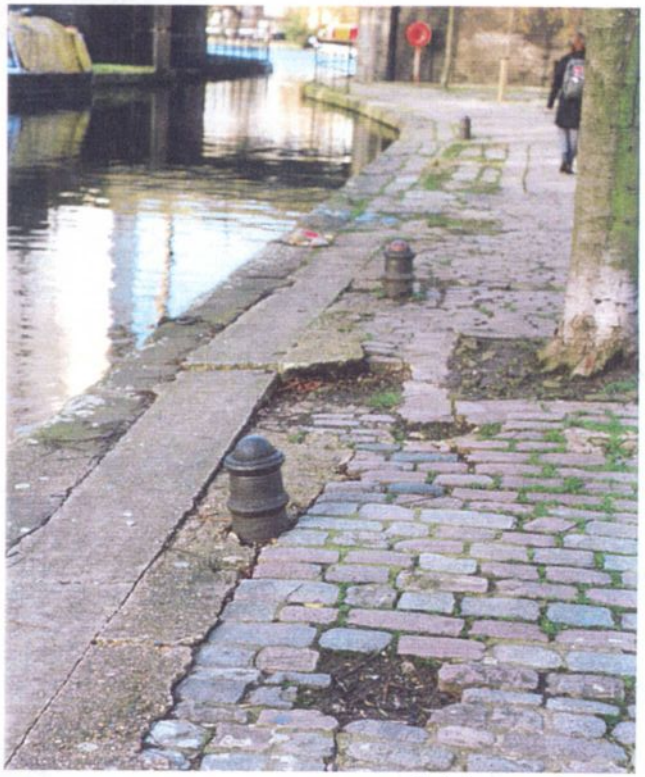
View of Stone Wharf from Little Venice Pool

ACCESS

- a new ramped step footbridge connecting the Oval building and Stone Wharf is currently under construction. The proposals take into consideration the existing trees on site
- proposals for a new footbridge linking the Paddington Goods Yard site with the north of the canal are currently under development and will provide a stepped and ramped access
- signage and information will be required at the new bridges and existing underpass to provide details on links to Paddington Basin, Paddington Goods Yard site and Little Venice Pool

TOWPATHS

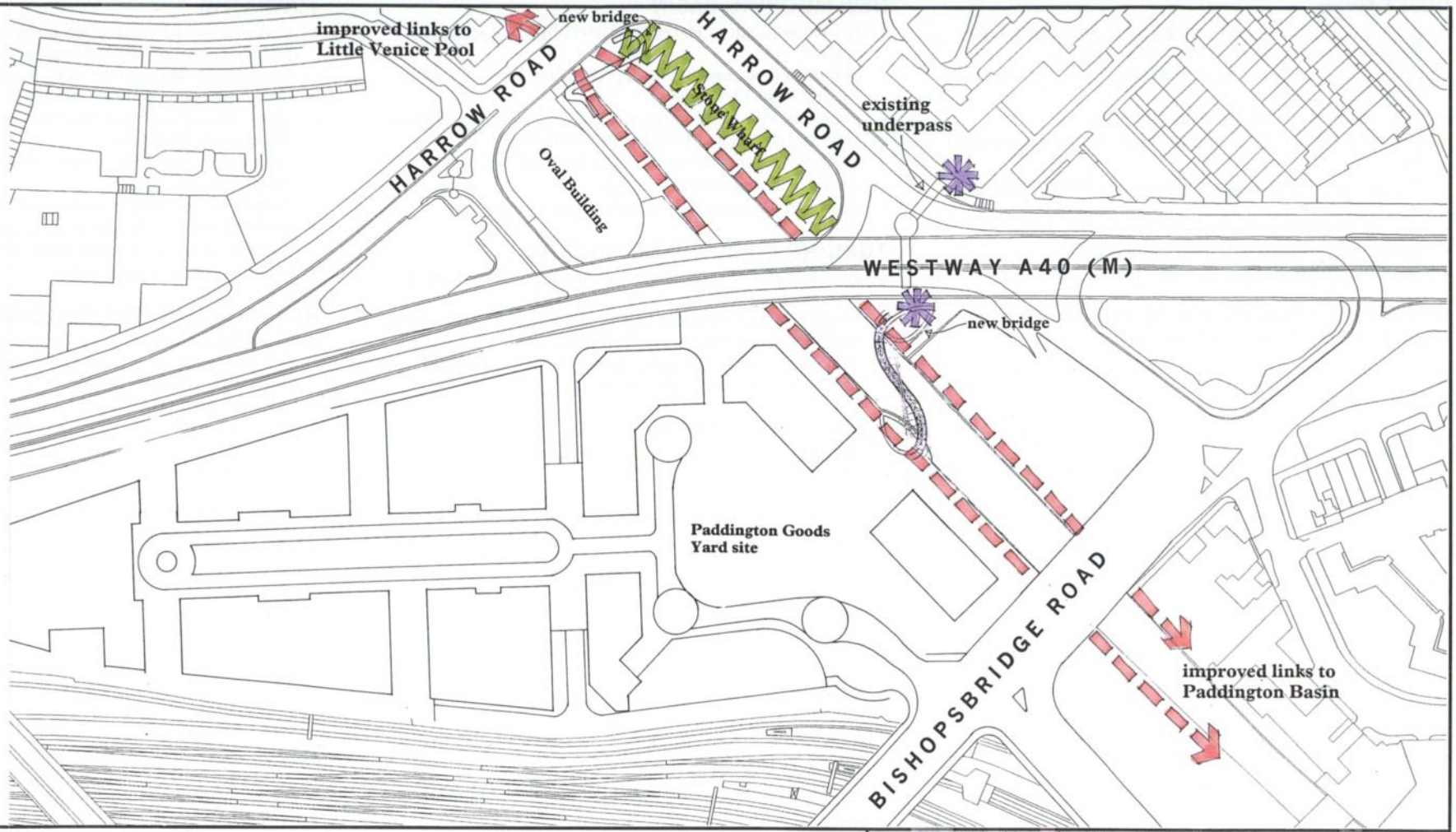
- materials should be consistent with those used in Paddington Basin and complement the existing heritage in this area and Little Venice Pool
- retain original features and materials for re-use where possible and practical



Existing towpath surface

WATERSPACE

- generally the approach to Paddington Basin will be kept clear of permanent moorings but this is subject to review by the Waterway Manager.
- visitor moorings will be provided on the north side of the canal adjacent to Stone Wharf
- long term moorings will be provided along the south side of the canal

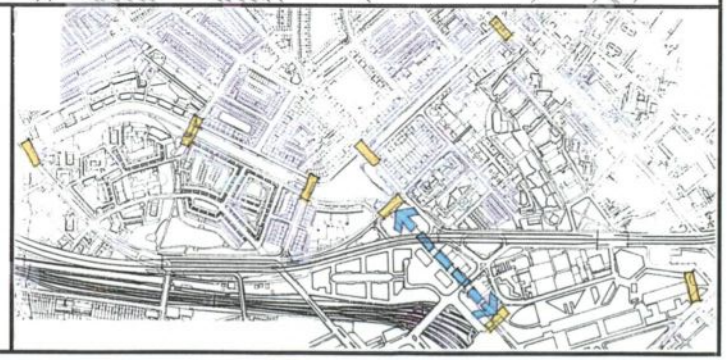


KEY

LANDSCAPE IMPROVEMENT

TOWPATH IMPROVEMENT

SIGN POST

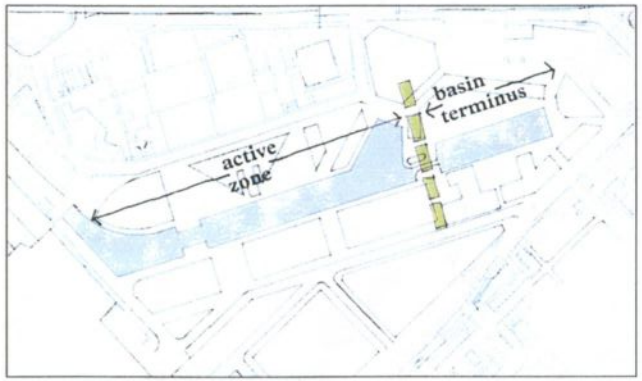


PADDINGTON BASIN

OBJECTIVES

- provide a wide variety of boating activity and establish the basin as a major boating focus for the West End
- provide links along Paddington Approach and into Little Venice
- tailor moorings to the land-based activities
- provide public access around the basin on the towpath at all times
- provide access to emergency vehicles and British Waterways service vehicles
- provide lightweight, low maintenance floating pontoons
- provide of combined water/electricity points
- provide appropriate lighting levels, signage and interpretation

For this strategy British Waterways has divided the waterspace into 2 zones: Active Zone and Basin Terminus.



ACTIVE ZONE

- combination of long-term and visitor moorings
- dedicated berths for day boat hire
- trip boats and water bus stop
- potential for business barges, restaurant, gallery or information boats
- fully accessible for users of all abilities

BASIN TERMINUS

- forms a static zone for the basin for location of historic craft, restaurant/gallery/information boats.
- potentially the area of greatest public activity and interest.
- close relationship between moorings and public open space
- public open space, suitably detailed for passive recreation and informal seating, creating need for lighting, signage and interpretation
- fully accessible for users of all abilities
- flexible pontoon system to accommodate a variety of boats

NEW MOORING BASIN

- located adjacent to Harbour Masters Building and open space
- pontoons to accommodate approx. 12no. boats of lengths varying from 15-18 m and
- pontoons will incorporate a hierarchy of spaces for different servicing requirements and durations of stay
- moorings for trip boats and water bus stop
- berths dedicated to day boat hire
- provision of combined water/electricity points

TURNING CIRCLE/WINDING HOLE

- British Waterways stipulates a minimum of 33m diameter turning circle
- located close to Harbour Masters Building and public open space for visual interest and surveillance
- combined with new mooring basin to avoid breaking the line of the original basin outline elsewhere

LONG TERM MOORINGS

- provision for minimum 8 no. boats of maximum length of 18m
- easy access to Harbour Masters Building
- potential to include residential facility serviced with water and electricity
- drop-off point within 120m

ADDITIONAL VISITORS

- can be located across basin from main facilities
- easy access to north of basin via existing bridge and new swing bridge
- no water and electricity point required
- 24 hour, uninterrupted pedestrian access via towpath

HISTORIC CRAFT

- located in the basin terminus preferably adjacent to events space
- flexible/moveable pontoon system to accommodate boats of varying widths
- certain moorings may be permanent, which will require water, electricity and sanitation services
- interpretation required
- accessible to users of all abilities

TRIP BOATS

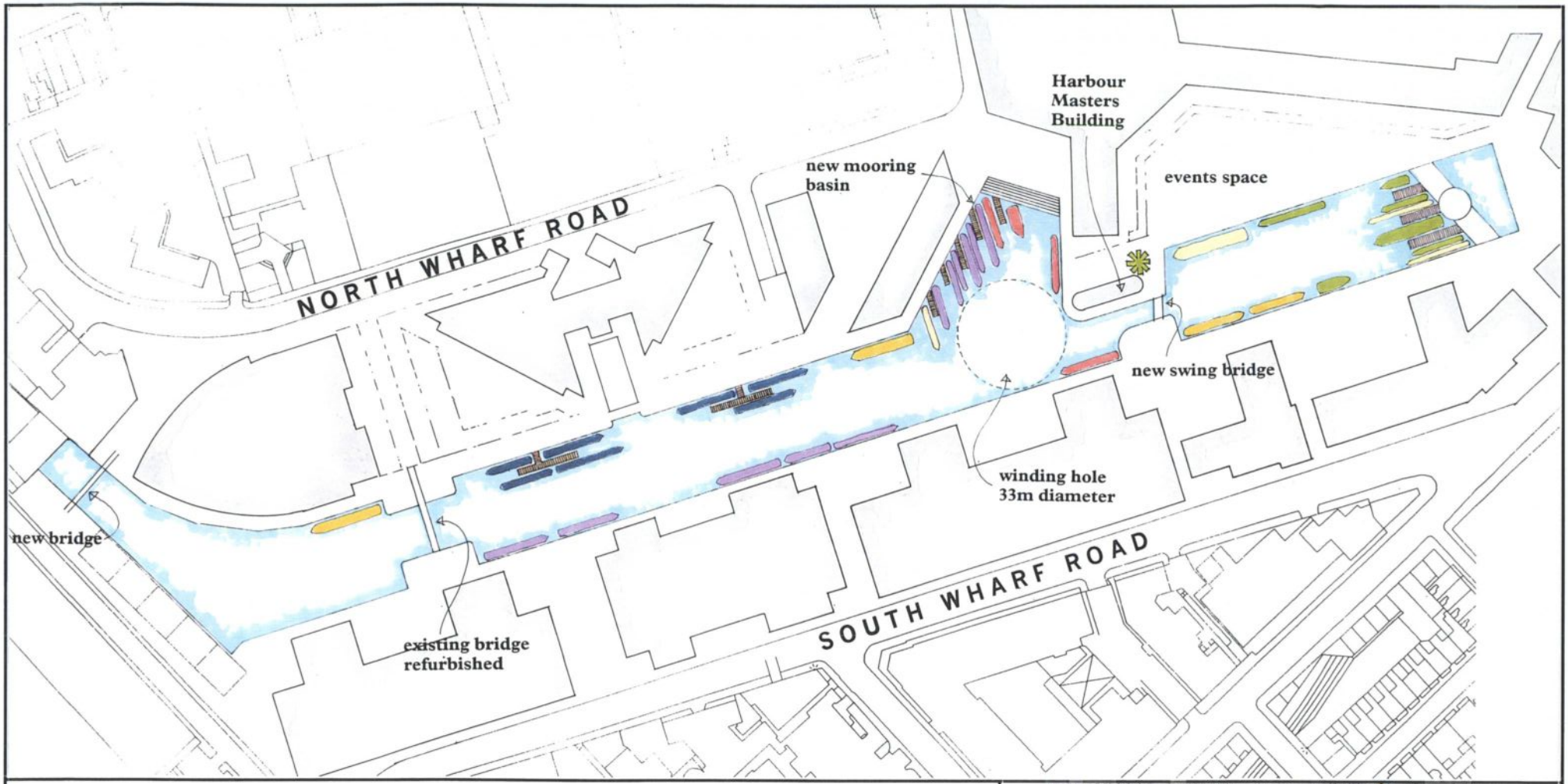
- specific berth adjoining events space designated for trip boat of maximum length 18m
- access required for services, emergency and some private vehicles

TOWPATHS

- towpaths will be constructed north and south of the basin to provide links into the Paddington Goods Yard site development and on into Little Venice.
- minimum access width on towpaths between 3 and 5m
- access around the basin may be restricted at certain times in the interests of security
- surface detailing of the towpath will be suitable for wheelchair use
- ramps will be provided at changes in level
- street furniture style and location should not compromise mobility, access and safety at the water's edge
- robust, aesthetic coping detail

HARBOUR MASTERS BUILDING

- located in prominent position for canal craft and at a pivotal position in the land based development to act as the main focus within Paddington Basin
- close association between Harbour Masters Building and the adjacent events space to enable efficient management of moorings and provide easy access to information, exhibition, stores and hospitality suite
- building and events space to function together to maximise opportunities for interpretation, festival and boating events and the promotion of Paddington development and British Waterways
- space and building offer direct link onto new swing bridge crossing



KEY

- VISITOR MOORING (24 HOUR)
- LONG TERM MOORING
- TRIP BOAT / WATER BUS
- HISTORIC CRAFT
- BUSINESS BARGE
- RESTAURANT / GALLERY / INFO.
- PONTOONS
- SIGNAGE AND INTERPRETATION